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WESTERN AMERICANA

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THE

EMIGRANT's DIRECTORY

TO

THE WESTERN STATES

OF

NORTH AMERICA;

INCLUDING

A VOYAGE OUT FROM LIVERPOOL;

THE GEOGRAPHY AND TOPOGRAPHY

OF THE WHOLE

Western Country,

According to its latest Improvements;

WITH

INSTRUCTIONS FOR DESCENDING THE RIVERS

OHIO AND MISSISSIPPI;

ALSO,

A BRIEF ACCOUNT OF A NEW BRITISH SETTLEMENT

ON THE HEAD-WATERS OF THE SUSQUEHANNA,

IN PHILADELPHIA.

BY WILLIAM AMPHLETT,

FORMERLY OF LONDON, AND LATE OF THE COUNTY OF SALOP, NOW
RESIDING ON THE BANKS OF THE OHIO RIVER.

LONDON:

PRINTED FOR LONGMAN, HURST, REES, ORME, AND BROWN,
PATERNOSTER-ROW.

1819.

Printed by Strahan and Spottiswoode,
Printers-Street, London.

TO

MY FIRST FRIEND,

THE FRIEND OF MY YOUTH AND MY HAPPIEST DAYS;

TO

HENRI BYNNER, Esq.

OF TRIESTE, IN THE AUSTRIAN DOMINIONS,

I DEDICATE

THESE FEW PAGES.

DESPAIRING EVER TO SEE HIM MORE,

I INSCRIBE THEM

TO

HIS MEMORY.

Banks of the Ohio,
Dec. 1818.

INTRODUCTION.

The Author of the following pages disclaims all intention of offering advice upon the subject of emigration to the American continent. So much has been written on each side of the question, that nothing new could be expected; and after all, each individual must be guided in a great measure by his own circumstances, and by a thousand private motives, that cannot meet the public eye, but must determine his decision, independently of general advantages or disadvantages.

The sea-journal was written to gratify the curiosity and interest of the author's particular friends; as they had also requested some account of the western country, he was induced to draw up the following sketch; and to render it more generally useful, he has added the most authentic accounts of the principal rivers that interest the emigrant. Residing himself upon the banks of the Ohio, and witnessing daily the difficulties of his countrymen in navigating that stream, from their ignorance of its ripples, shallows, and islands, he was induced to supply them with the best information he could procure on this subject. He cannot, from his own personal observation, vouch for the accuracy of the description of more than the first hundred miles of the river; but from the information of boatmen and others, who have frequently descended it, he has no doubt of the faithfulness of the description throughout. The respectability of the different publications he has consulted, particularly the "The Ohio Gazetteer," "The Western Gazetteer," "Darby's Louisiana," "Orake's Cincinnati," "The Ohio Navigator," and "Stoddart's and Brackenridge's Louisiana," guarantees the authenticity of the information derived from them.

No persons, except emigrants who embark with their families in the frail vessels built at Pittsburg, can appreciate the value of the river directions. Boats often stay for the night at the head of an island, for want of knowing which channel to take, as the flat-bottomed arks in common use cannot be propelled against the stream; and if they get into a channel which they cannot pursue, the delay and hazard incurred are incalculable. Great numbers of emigrants undertake the management of those awkward boats upon a long, tiresome voyage, and often in very bad weather, when the river is full of ice and drift-wood, who are utterly ignorant of the first principles of navigation, or of the management of the lightest skiff that floats. They generally load their boat quite to the gunwale, and go wherever the stream carries them, calling out to persons on shore for directions whenever they perceive an island or a ripple. To these people I know that the slightest sketch of the chief dangers and places they may have to pass, will be acceptable; and it is for their service I have selected the best accounts. Those who intend to navigate the Ohio, should keep in company with other boats if possible; for with all the instructions that can be given them, they will be frequently at a loss which way to steer or where to land.

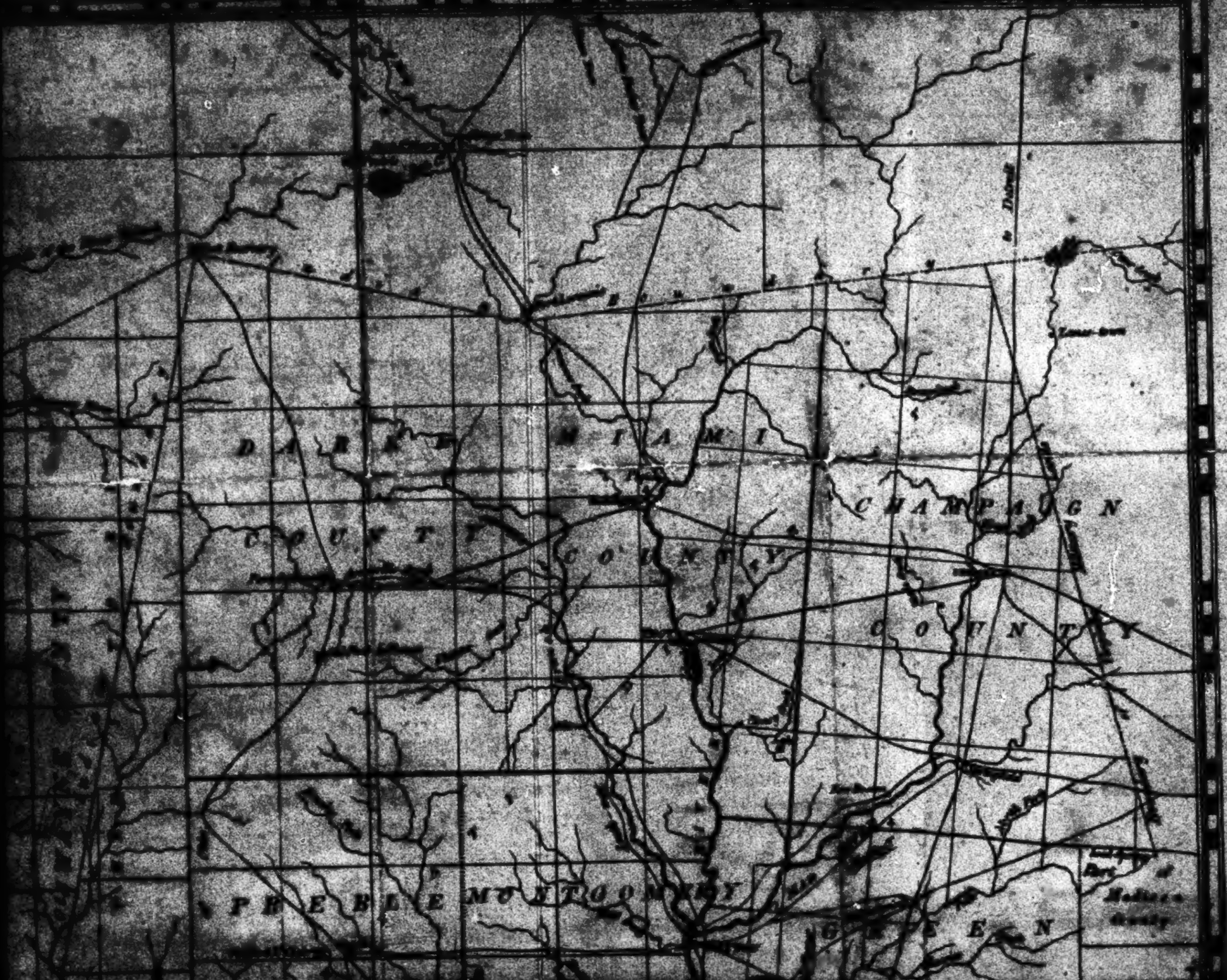
I cannot take leave of my English friends, without assuring them, that as far as my own experience goes, the climate of the western country is pleasant, healthy, and salubrious; and that I prefer it to the foggy atmosphere and drizzling rains of Great Britain. All my family have experienced uninterrupted health, ever since our arrival; and I believe that by far the greater part of the reports that represent the lower countries on the Ohio as unhealthy, are altogether untrue; or so exaggerated as to give a very false picture of the real state of the country.

The natives of this country will not thank me for the way in which I have sometimes mentioned their habits or their manners. I do not however study to please any persons on either side the water: I have here met with men who would do honour to any country; whose talents and whose characters I most highly respect, and to whose kindness I am much indebted: I have met with others on whose services I had some claims, whom I have found without liberality, hospitality, or kindness. And so it is all the world over—climate does not influence moral character, however it may affect mental intellect.

I make no apology for the carelessness of the style and composition of these pages. I have other and more important occupations than writing, in providing for a large family, in cultivating the land, and attending the improvement of both.

MAP OF THE MIAMI COUNTRY.

Engraved for Drake's Statistical View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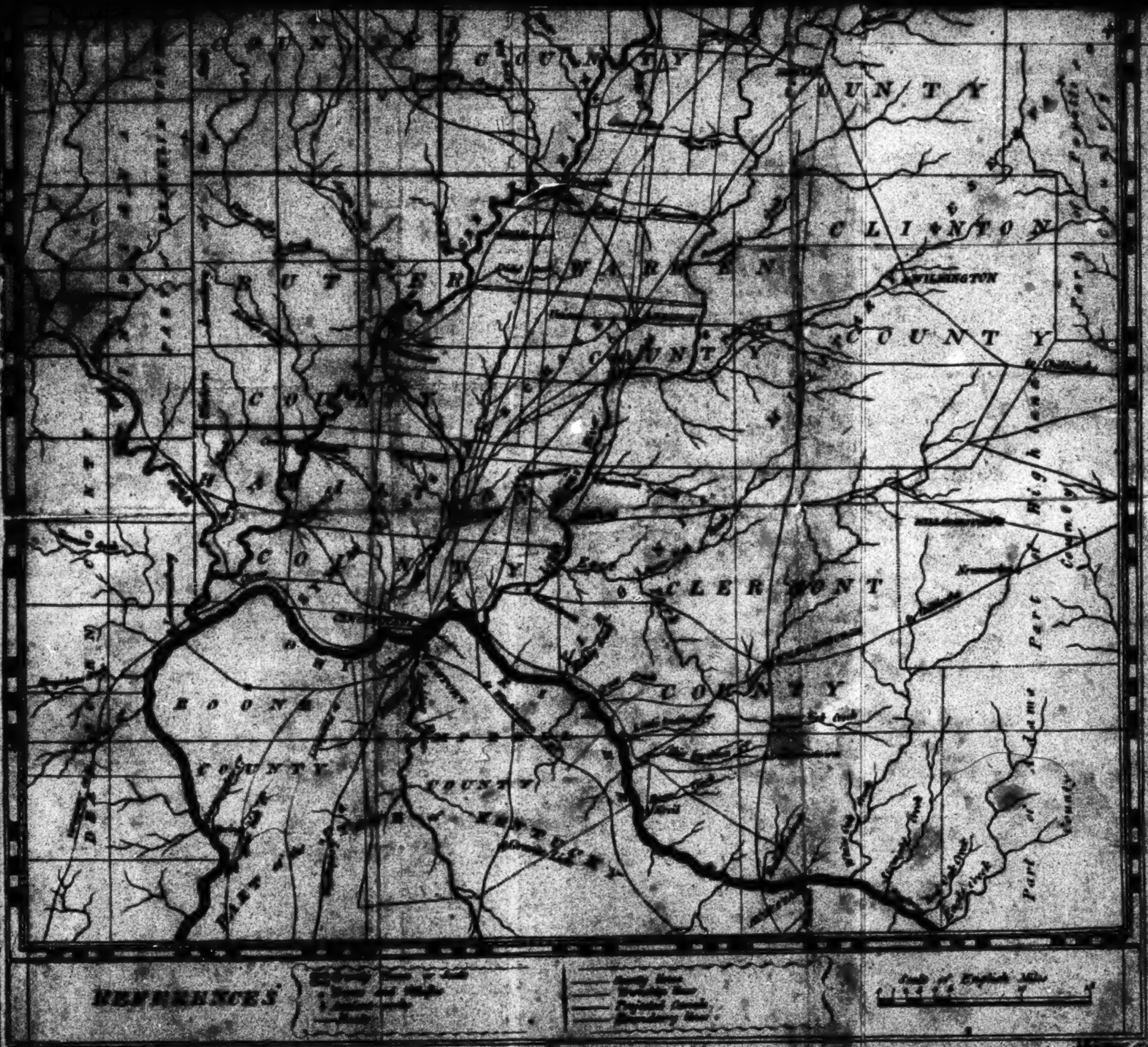
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Scale of English Miles

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SEA JOURNAL.

Liverpool, May 8, 1832.

THE eventful hour is arrived,—our vessel is going out of dock,—all is hurry, bustle and confusion!—The passengers running to and fro; some taking an affectionate, an everlasting farewell of their kindred and friends; others without a friend to take leave of, standing with a strange mixture of joy and grief in their countenances, looking a last adieu to the land of their fathers! Others arriving too late, are making to the vessel in boats, with their last articles of luggage hastily packed up—a strange medley of clothing and provisions—bandboxes, and bags of potatoes, legs of mutton, hampers of porter, salt herrings, and barrels of biscuit. Our deck is covered with children of every age, and their parents of every station in society (except perhaps what is called the gentry). Pigs and poultry are squeaking and squalling; the sailors are vociferating and swearing;—numbers of the [illegible] not weeping most bitterly; and the scene altogether exhibits such a picture of confusion as would puzzle a Smollet to describe, or a Hogarth to pourtray. This continued for about an hour, when we cast anchor about a mile below the town; and it was understood, although the wind was now fair, that we should not proceed further until the morning. The captain and several of the passengers, therefore, went on shore, and others proceeded to establish themselves as comfortably as they could in their several births. It now appeared that we had in the cabin and steerage near 70 passengers on board, including children; that is, 10 in the cabin, 16 in the aft part of the steerage including my family and that of Mr. B., and 44 in the middle steerage, and 8 sailors, [illegible] the captain, cook and steward. We [illegible] now proceed to congratulate ourselves upon our choice of a birth, for we had much more room and better air than if we had been stowed in the after-steerage belonging to the cabin, which at night are occupied by the cabin-passengers; for nothing can be a greater burlesque upon the [illegible] than these hastily fitted up holes where you have but just room to turn yourself round, and barely height to sit up in bed. A person six feet high should never think of going to sea in a small vessel. We felt less also of the motion of the vessel than those in the cabin, being nearer the centre. We contrived to nail up a temporary table at the bottom of the hatchway step-ladder, and with the assistance of curtains made our respective births tolerably comfortable. It is incumbent on a family, who find their own provisions, to provide such necessaries as bottles, saucepans, canns, and crockery; they will find they are not only indispensable during the voyage, but will well pay their carriage, as they are very dear on the American continent, particularly in the interior. Before night, as the vessel, being at anchor, was quite still, we had arranged our new apartments so as to go to our births, with no other fear than that the wind might veer about during the night, and detain us longer in the river. However, about two o'clock in the morning, Friday May the 22d, we were awoke by the heaving of the anchor, and the motion of the vessel, soon afterwards, with the rippling of the water, convinced us we were fast receding from the busy port of Liverpool. On passing the Black Rock, we had about an hour after country; the last view of the Lancashire coast, which, being low, soon disappears. A most delightful spring morning, after three weeks of cold blowing rainy weather, fills us all with spirits, and we crowd on deck to enjoy the novel and beautiful sights: on our left, the estuary of the Dee, beyond which the high mountains and bleak coast of Wales begin to show themselves, presenting, as we proceed, an ever-varying prominence to the view, on which we love to linger and look, as though we never more should behold the "firm set earth;" and melancholy thoughts will arise. Dear to us all is our father-land;—there rest our kindred—there live our relatives and friends—no motives of gain, of policy, or prudence—no bitter disappointments, or political estrangements, can conquer the melancholy regret.—My country, my country! my friends, a long, a last farewell!

I observed, with much interest, the last tribute of affection to their native land in the smothered sigh or half-concealed tears of many of the passengers.

Some several rare dry days, [illegible]

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* The world was all before them, where to choose Their place of rest, and Providence their guide.

About nine o'clock our captain and several passengers overtook us in a small boat; two hours after this, a boat was observed plying most stoutly after us, and at length came up with us; a dirty looking sailor jumped on board, and the boat put back, taking our pilot with it.

This sailor was metamorphosed out of a decent, demure Quaker, who had several days before we left dock, safe moored his luggage in his birth, and had adopted this disguise to evade his creditors and the bailiffs who had beset him hard at Liverpool.

Sir A. M.—The bold scenery of Wales is hastily flitting from our ken. The great Ormes Head is the last line of shade in the horizon. The sun is sinking in the distant deep—darker shades of green, tinge the gently ruffled surface of the mighty waters—a propitious breeze wafts us along St. George's Channel, till the haze of evening hides all distant objects from our view.

Magnificent ocean! I commit all my hopes to thee! A young family, in whose happiness centres my own, I trust to thy fickle, thy vanishing waves—may they live to inherit the land of promise, the land of hope and liberty, and when the hand of their parents in law, recollect with affection and respect the land of their nativity.

I linger upon deck until a late hour to enjoy the unwonted scene. The vivid sparkling at the prow of the vessel, as it rides so majestically onward with a most soothing undulation, indulges the fancy in a thousand imaginary flights. Ah, how soon the scene may change — and all with a breath of wind — what situation so suited to inspire religious musings, and conviction of the predominance of an overruling Providence! and yet, strange fatality! seafaring men are proverbially irreligious and profane.

Saturday, May 20. Six P. M. — Since four o'clock, or in the seaman's phrase, 8 bells, we have had a dead calm. The spectacle that now presents itself no landsman can first behold without most unqualified admiration.

On every side the illimitable expanse of unruffled waters, silent and placid as the artificial lakes formed by the hand of industry to embellish the scenery of some lordly domain; sea-birds seen sporting in every direction; the fish at intervals exhibiting their glittering scales as they skim past the sides of the vessel. The gallant vessel expanding all its wings (as though gifted with life and reason) to catch the light airs that ever and anon flit around us. Our vessel proves to be all we were told of her; for with scarce a ripple upon the surface of the deep, with the assistance of her studding sails, we are wafted along about four knots per hour.

It appears, on enquiry, that out of our numerous passengers, not more than three have ever crossed the Atlantic; at present there is no appearance of sickness on any among them. The males exceed the females as two to one. The majority of them husbandmen; full anxious to leave the land of tax-gatherers; full of hope and expectation that the land they are bound to will better repay their industry and their toil.

The coast of Ireland now exhibits a bold outline on our right; that beautiful, much-injured country, whose natives, like ourselves, are flocking by thousands to seek a home in foreign lands. The motley crew are all upon deck; for as yet every thing is pleasant and new—little thinking the dangers, the sickness, and the privations that may yet await us, ere we set foot on land. Politics seem to be the prevailing topic of discourse; and all appear decidedly hostile to the domestic economy of the mother-country; and none leave it with any other sensations of regret than those arising from local attachments, kindred affections, and early friendships being suddenly broken, never to be healed, never to be replaced. That powerful passion, *love of country*, the pretext for so much unnecessary bloodshed and crime, which has been eulogized in all nations so much above its desert, is, after all, little more than the force of habit—attachment to the scenes of our youth, to our early friends and our relatives, to our native tongue and customs. It is easily overcome by all-powerful interest, by real or fancied injuries.

How long will it be nursed into national prejudices, to the destruction of the human race?

How soon do mankind reconcile themselves to new situations, however contrary to their former habits. Near twenty children are on board, and all happy and delighted with their new situation.

Monday, May 25.—Wind yet steady at W. b S.; it has, however, considerably increased, and we run full seven knots. The wind is too fair for the vessel to sail steadily, and she begins to roll very much, to the terror of all those who dread the sea-sickness: great numbers now begin to pay their tribute to Neptune. Those who overload the stomach at sea, if not accustomed to a sea-life, must expect to be punished for their intemperance. The only way to avoid suffering much seems to be, to eat sparingly of plain food, to walk as much as possible in the open air upon deck, to think you are sure to escape it; and if qualms should come, to drink a little brandy diluted with plenty of water, dropping into it a little essence of peppermint, or eat a hard sea-biscuit—an empty a stomach may be nearly as unsuitable as a full one.

The coast of Ireland is yet dimly seen in the distance: numbers of martens and swallows settle in the rigging: our fourth day concludes as pleasantly as the former ones. With a continuance of such weather as this, a passage over the Atlantic would be indeed only a holiday excursion.

Tuesday, May [illegible]. *Five A. M.*—The breeze continues at N. E., and we are proceeding at eight knots. The sea, as we enter the Atlantic, loses its beautiful green hue, and appears, when looking down direct upon it, of a dark blue colour. No light can now be reflected through its deep waters. We are out of soundings, and ride thoughtlessly in triumph over the unfathomable depths. At the breeze increases: the waves swell in high and broken billows, indescribably beautiful.

Dec. 17, 1816.—At length the breeze is increased: squalls of rain come on with an appearance of rougher weather. Two large ships appear beating up against the wind on our weather quarter.

Eleven o'clock.—They prove to be two Indiamen, with the union-jack reversed, as a signal of distress. We hoist the American ensign, and alter our course to await their approach. A boat puts off from one of them: now it rises high upon the curling wave—now it is lost in the liquid valley: it is full half an hour in approaching us, the men all wet with the spray of the sea, and bailing out the water from their boat with as much indifference as if they were drinking grog on shore. An officer comes on board, and requests such supplies as they stand in need of, and we could spare. This consisted of rum, coffee, and some fresh meat. The other vessel followed the example, and was supplied also. I gave them my English newspapers, almost as great a treat as our provisions; and took the opportunity of writing a few hasty lines to some English friends.

They are five months from China, two from St. Helena, and have met with much bad weather. The breeze that has been carrying us along at eight knots per hour is right against them: the last two days they have made but five miles. After we parted with them, another large ship appeared, and tacked suddenly towards us, altering her course, and following us for several miles; then abruptly bore away to the southward, and was soon out of sight. These trifling incidents were to us sources of interest and conversation. [illegible]

Wednesday, May 27.—The night has been squally and rough, the ship rolling so as to prevent much sleep for landsmen. It is something like life but less of real comfort than any other whatever; no unbroken rest, no comfortable fireside, no security for one moment, for life itself or any of its enjoyments. The noise of a ship sailing before the wind, in the night, is truly appalling. The constant creaking and cracking of the bulkheads and births, newly fitted up carelessly with new planks in the most rough and slovenly manner, just to last one voyage; the trampling over head by the men upon duty; the constant rippling, rushing, and roaring of the waves against the head and sides of the ship; the whistling of the winds in the rigging; the cries of children;

the convulsive groaning of the sick—all conspire to "murder sleep," and fill the mind with the most gloomy apprehensions.

Our course continues at six knots, wind at E. N. E. Gulls, ducks, and other sea-birds constantly attend us; a solitary snipe suffered itself to be caught in the rigging; it was too exhausted to make further effort. To-day being cloudy, the sea appears quite black, except the summit of the waves.—Noon. Since twelve o'clock yesterday the ship has made 160 miles; our latitude is now 46° 27'; sailing steadily seven knots; our course west by south. The wind N. E. The temperature of the sea-water near the surface is 58° Fahrenheit, that of the atmosphere 61°.—Sea-gulls in abundance are all the objects we behold, and even these are kindly looked upon in our solitude. These very handsome birds appear to be the black-headed gull. *Linn. Syst.* 225. (Larus Ridibundus.) They are common in Great Britain. Although now totally disregarded by the epicure, centuries ago they were esteemed delicacies, and always made their appearance at the great feasts of the ancient nobility and bishops. The breed was then much protected, as they always resort to their old haunts in the breeding season. Dr.

Plot, in his History of Staffordshire, says, that so many have been caught in one morning as when sold at five shillings the dozen (the price at that time) produced the sum of twelve pounds six shillings. These birds are found also in every part of Russia, Siberia, and all the American coasts. See *Wilson's Ornithology* and Brit. Zool. II. 262.

Tue. 4th M.—Another large ship appears in our course, lying to for our approach; she proves to be a British frigate of the first class. She enquires if we have seen any large ships in our course: we conjecture she is on the lookout for some privateers, who, under the South American patriot flag, have been plundering all nations. This is a day of invariable sunshine: our captain tells us that he never met with a week of such pleasant weather in these latitudes. The passengers begin to recover their spirits and their gaiety.

If this weather continue, we expect to make the banks of Newfoundland in seven or eight days;—neither bird nor fish, of any description, visible to day. A most monotonous life is that of a sailor: continued fine weather is to him scarcely the [illegible]. Among the cabin passengers are a [illegible] gentleman off; finished, [illegible] baby, child, and servant. They have done the tour of Europe; that is, travelling [illegible] such coaches as they could procure, whilst the [illegible] drove them rapidly from Naples to Rome, from Rome to Paris, from Paris to the Hague, till the circle was finished at London; and all in one summer! What a flying philosopher! This American appears as great an epicure as any citizen of the Fishmongers' or Merchant-tailors' company. The steward was in constant requisition to provide for this stomach's [illegible] of one kind or other; and during the present five days he has brought the family upon deck. Their breakfast and dinner for these [illegible] as [illegible] will [illegible] the [illegible] them to their [illegible] and brought to them [illegible] the [illegible] upon deck, and the remnants of the repast are [illegible] handed and [illegible] before all the passengers. This is an epicure in [illegible] of London, ye [illegible] epicures! Who [illegible] and [illegible] to [illegible] and then [illegible] if there were any [illegible] ready for [illegible] Those who have [illegible] [illegible] to [illegible] while at sea: his appetite seems to increase with his stomach's debility.

Friday, May 29. Six, A. M.—The monotony of our sailing is changed; the wind has at length shifted into the south; a dark and gloomy morning, with appearances of rain; a fine breeze takes us off steadily, six knots. The steerage passengers, in the fore part of the vessel, are too numerous to have comfortable accommodations: their gloomy prison, for it deserves no better name, is already become very offensive. Forty persons cooped in so small a place, without light except what the hatchway admits, which at the extremity is just sufficient to make darkness visible, and without the means of ventilation, cannot exist long without disease, unless the utmost attention is paid to cleanliness, and to airing, which is every body's business, nobody attends to. What would have been the pestilential stench of a full slave-ship?

Blessed be the memory of all those who have contributed to abolish this trade from all civilized nations! American vessels, which generally carry out a great number of passengers, ought to afford them much better accommodations than it is customary to provides. It seems very easy in the steerage to fit up a partition to accommodate the females separately, if not individually; and still more easy to provide a more convenient cooking apparatus than the clumsy scheme in common use for the steerage passengers. We have the ocean to ourselves to-day; no object to be seen; we seem sole inhabitants of this watery world; the passengers tire for want of employment; we have run in a week upwards of a thousand miles. Latitude to-day, 48° 51', longitude, 29° 00' at noon.

Saturday, May 30. Ten A. M.—The wind has considerably increased, and for the first time we make [illegible] knots. The vessel flies over the foam most majestically; and to stand at her forecastle and watch the pitching of her beautifully carved figure of the Carthaginian queen, dipping her robe in the foaming wave, is a sublime spectacle that I love to contemplate. Our captain still keeps all sails set; the spray flies over the forecastle, and obliges me to keep below, in order to remain dry. Some birds, of a reddish-brown colour, settled on the rigging about the size of the green plover, and not unlike them in form. They remained about an hour with us, and then resumed their flight.

they took a direction directly north, after rising to a considerable height; and soared onward with a bold and rapid wing. Fortunately for these tired migratory travellers, the sailors seem to have a superstitious dread at offering them any annoyance.

Sunday, May 31. Six A. M. — This has been the roughest night we have experienced, and the morning is equally unpleasant. Cold rains and squally weather, with a heavy sea from the west: we are consequently put out of our course, and gloom and sickness hang on every countenance.

Our mate informs us, that this ship accomplished the outward voyage to England in three weeks, in a gale of wind the whole distance; and so heavily laden, that every wave washed over the deck, so that during the whole voyage his clothes were never dry.

Monday, June 1. Six P. M. — A dead calm has detained us the whole day. Great numbers of porpoises are splashing around us, and one young grampus spouted up pretty near us: a great number of gulls in every direction, although the nearest land is the Western Islands, distant at least 600 miles: we have not before ever seen the are so perfectly placid. Of that beautiful little animal, the nautilus, there are great numbers, with their living sails of various colours, ploughing, as well as we, their way in the waters. That extraordinary shape of animal life, called sea-bladder, a species of polypus, is floating, in numerous masses of divers colours, about the ship. With a little trouble, we caught some in a bucket thrown out along side; but its beauties all disappear on a close inspection. How like a thousand other things in this life, I need not say.

Seven A. M.—A sail is just a-head of us, and enjoys a breeze of wind; therefore we may soon expect it; the sun sets extremely red behind black masses of cloud, which appear to be approaching us rapidly: a breeze suddenly springs upon us, and, for the first time, our top-sails are close reefed.

Eight P.M.—It is come: we are not to cross the Atlantic without beholding its sublimity as well as its beauty. Madam Dido embraces the wave, and sometimes disappears beneath it; the sea breaks furiously over the forecastle, and rushes along the lee-side of the deck, finding an exit at the scuttle-holes. The rush and the roar increase; and we get to our hammocks with little prospect of repose.

What man, who has a family of helpless children in such a situation, but must feel most sensibly alive to every distant idea of danger; to behold them, unconscious of any danger, sleeping soundly in their hammocks, while the gaping waters are dashing in hideous sport around their frail coverings? What man but must then severely question himself whether he has done right, without their consent, to expose them to such hazard of a dreadful and untimely death, and must feel doubtful whether any circumstances, short of absolute and dire necessity, can justify him in such a perilous undertaking?

Sleep on, my dear children! I cannot sleep while your safety is involved in such dreadful doubts. If the arm of your heavenly Parent were not more powerful than mine, alas! soon must we sink together in the mighty waters. And they do sleep! Neither the rolling of the vessel nor the roaring of the winds awake them.

Tuesday, June 2.—The long, long night is past; how welcome is the light of day! The wind has shifted into the north, but still blows a gale. Very few of the passengers appear on deck: most of them are again sea-sick in their hammocks. How grand is the scene without! How unequal is language to depict the effect of a wild and broken sea, when the wind has suddenly shifted, without any abatement of its strength, and ere the waves have attained any length or regularity! It is a perfect chaos; and the thundering and unequal concussions against the sides, the head and stern of the vessel, lash into foam the half-formed and fluctuating eddies.

Four P. M.—The wind abates; but the vessel rolls so much, that it is impossible to write. The thermometer to-day stands at 55°; and just the same temperature is the sea-water at the depth of eight or ten feet. This temperature appears to be about the medium of the Atlantic in these latitudes.

Wednesday, June 3.—We have now boxed round the compass since we left St. George's Channel. The wind has shifted into the N. E. and blows fresh; fast sailing vessels, like ours, are the worst for comfort: there is no enjoyment of reading, writing, or conversation. Our captain won't spare an inch of canvass while it can possibly be carried in safety. Indeed, if the passengers were consulted, they would often sacrifice their time to their comfort and safety, and proceed much more leisurely. It is the custom of the English and Dutch captains at all times, let the weather be what it may, to make, as they say, *all* snug against night-fall;—that is, they take in their top-gallant sails and studding-sails, or flying kites, as the sailors call them, and leave but little to do if there comes a sudden change of weather, or nothing but what the regular watch can perform in time, and leisurely, for the safety of the ship. Not so our captain; whether he trusts more than others to a kind Providence, or to his own skill, or both, I cannot tell, but we never alter a sail more by night than by day, unless the weather takes the command out of his hands, and compels him to it. Every thing is sacrificed to speed. I know not whether he acts thus by the command of the ship-owners; but I think in a vessel that carries passengers, every other consideration ought to give place to their safety.

Thursday, June 4.—To our great surprise, in the midst of this immense ocean, we meet with a small cutter of about fifty or sixty tons burden, on her passage from Philadelphia to Liverpool! We spoke her as she passed us, and she appears like a small boat dancing lightly over the waves. We are told that she brought out fifty passengers.

from Germany. She does not appear to have near so much room as some of the Margate hoys; and where they could be stowed at night it is impossible to guess.

Saturday, June 6. *Five A. M.*—Neither ships, fish, nor birds to amuse us; nothing but sea! sea! Our captain wishes to cross the great bank of Newfoundland, to get the chance of a northerly breeze to run down the coast, and thereby escape the influence of the Gulph stream; but we are getting too much south, and, unless the wind soon shifts, must abandon the expectation. Hitherto we have had a most propitious run, having made nearly half our voyage in little more than a fortnight. We have just wind enough to waft us two knots, and are sailing two points out of our course. If it were not for their unusual employment of cooking, the countrymen on board, who have been always employed in field-work, would be most miserable for want of something to do. Half their time seems spent at the caboose, the other half in their hammocks.

Sunday, June 7.—A fine breeze has sprung up at day-break this morning, at S. S. W.; therefore we are recovering our course.

Six P. M.—Wind has brought such heavy

showers of rain, we are all glad to go below. No observance of Sunday on board a merchantman, except that the sailors put on their clean check shirts, if their own washing may deserve that name. It generally consists in tying their garments to a piece of oakum, and letting them float in the sea by the side of the vessel a few hours, after which they are hung upon some part of the rigging to dry.

The cook, so important a personage on ship-board, has a most uncomfortable birth, and is so confined in his operations that he is literally roasted every day himself; those who eat after him would do well not to go near him. However, after all his execrations and his liberal curses from captain, passengers, steward, and sailors, he can retire to his hard hammock for the whole night, unless in bad weather all hands should be called. Our cook is an African, and owns several hundred acres of land in one of the Western States; yet he suffers all these dangers, hardships, and indignities with wonderful patience.

It is astonishing with what cheerfulness sailors go through their most arduous duties. Their diet and lodging are of the most indifferent kind: they are generally treated, while at sea, as slaves, and yet they preserve a cheerfulness and courage which is unbending and unconquerable. This is true not with British seamen alone: our crews are all either Americans or Danes, and I do not think they can be excelled in these qualifications, or in skill, by the seamen of any country. Notwithstanding their habitual profaneness, I should think them much more likely than tippling mechanics to attend to religious instruction, and to practise the duties of moral characters, if some little attention were paid to them on such a subject. We have several pleasing voices on board among the passengers, and some devotional psalmody has been performed each Sunday evening with considerable skill; in this situation it has a very fine effect.

Monday, June 8. *Two P. M.*—Very unpleasant weather: torrents of rain and heavy squalls of wind. The most uncomfortable day since we came on board: the wind is now S. W. driving us full nine knots.

Four P. M.—The wind is suddenly become much colder, and we perceive at a considerable distance to windward several islands of ice, one of them of considerable magnitude. In half an hour the thermometer in the water has fallen three degrees, although we appear to be at least twenty miles distant from the ice-bergs.

Six P. M.—A thick fog appears to be settling all around us; our sailing reduced to five knots, and as the wind has shifted a point to the west, we are steering too much north. Our captain informs us that he has known the thermometer fall 33 degrees within the hour, when leaving the Gulf stream, and falling in with ice.

Seven P. M.—The thermometer has fallen to 65°, and in the water to 50°; that is 15 degrees within two hours. No weather at sea displeases a sailor so much as a dense fog: he recoils not at any danger that he can see and estimate:—nothing can be more dreary, or, when on a lee shore among ice, more dangerous. We can now barely see the length of the ship: a sailor is stationed on the jib-boom, and there are two on the forecastle to keep a good look-out.

Tuesday, June 9. Six A. M. — We have just passed two pretty large ice-islands: the highest of them full as high, out of the water, as the masts of our vessel, and enveloped in fog. Several smaller ones are in sight: thermometer is down to 49°. One of them is now drifting within a mile of us; and appears surrounded with many small fragments which have broken from its sides. Its various appearance, as it passes us, is strikingly beautiful: it seems to be drifting at about one knot per hour, making a considerable wake in the sea. Sea fowl are seen hovering about it. We now see a great number of ducks and divers, a sure sign of our approaching the banks.

The latter of these birds, which we have not seen before, come frequently close along-side the ship, and disappear, nor can we often see where they rise to the surface again. By its colours and size, it must be the Loon or Great Northern Diver, Pennant's Brit. Zool. 237. *Colymbus Glacialis*. Perhaps this is the most difficult bird in nature to kill, on account of its wonderful faculty of diving: they are very seldom seen on the wing, and are never tame. They are restless before a storm; and their cry, which is remarkably shrill, may be heard to a great distance. See Wilson's American Ornithology, the work that ought to be in the library of every lover of nature. The natives of Greenland use the skins of these birds for clothing; and the Indians on the shores of the Pacific, also make robes of thence. See Lewis and Clarke's Travels, vol. ii.

One P. M.—The fog dispersing, and exhibiting a most enchanting scene: a great number of ice-bergs are seen, starboard and larboard, studding the ocean as far as the eye can reach; some of them of most fantastic shapes; some with a continuity of swelling summits, like a distant chain of mountains; others with spiry pinnacles, like a distant magnificent cathedral. One of them, in particular, at a very great distance, must be at least twice the height of our masts out of the water. Nothing on paper or canvas can give an adequate idea of their various brilliant beauties, as they glittered in the sun, with the green waves and white foam of the ocean lashing their crystal sides. We are sailing in a smooth sea, nearly nine knots in our due course. Our sailors say they never met with so much ice in these latitudes. As the evening sets in, we would rather be at a greater distance from these congelated mountains.—We have been awakened from sleep by a sudden and tremendous gust of thunder, lightning, and wind. The mingled uproar was most fearfully appalling: we were sailing about eight knots in a smooth sea, with a steady breeze at N. E. A dreadful confusion on deck alarms us! The loud calls and hasty trampling convince us something has happened. Just as I turned out of my hammock, a vivid flash of lightning penetrated our hatchway, and partly explained the cause; a most deafening reverberation followed; and immediately afterwards, such a deluge of rain poured upon the decks, as though a cloud had burst over our devoted vessel, and was about to overwhelm us instantly in the unfathomable abyss. We could not feel any motion in the ship, except a trembling kind of reel, as though she had recoiled from some stunning blow, and was yet under its fatal influence. A few awful moments of breathless suspense succeeded: I thought of my helpless children, and began to upbraid myself as their murderer. The torrent continued to pour amain, so as almost to drown the pealing echoes from the surcharged electric clouds. I forced up the hatchway, and rushed into the pelting elements, unable any longer to endure utter ignorance of our situation. The captain had just also, undressed, left his hammock, and was giving his orders to put about the ship: half the sailors were naked, and flying (like the lightning which at short intervals showed them) to every part of the ship and rigging, under the orders of the first mate. I could not learn the extent of our danger until it was past: there was enough to do without answering questions.

The storm was of short duration, and the rain had prevented the sea from getting up much. As soon as the vessel was righted, and the storm had subsided, I learnt that a sudden squall, brought on by a counter-current of air to that in which we had been sailing, had violently struck the ship aback, before a sail could be shifted, or any preparation made to put the ship about. The sails were reversed by the wind, and for a little time the vessel was sailing stern foremost! The man at the tiller was knocked down, and for a few seconds the rudder was abandoned. If our vessel had been deeply laden, most probably she had instantly gone down; so precarious is human life on the ungovernable ocean! The combined circumstances of this eventful night can never be obliterated from my memory. I can still hear the mate's loud entreaties and commands; the hurried trampling on deck—the stunning thunder-clap—the rushing, roaring, whistling torrents of rain, that [illegible] wildly discordant concert; [illegible] my heart to every feeling when I forget them. As the men in the sails were reefed, we were in no danger, except from the lightning, which continued for near an hour very vivid. Had not our sails been tight brailed, the danger had been more imminent, for we had all our top-sails set, and the dead lights were down. The sailors deserve every praise for their wonderful exertions: in about five or six minutes they had changed every sail in the ship that was standing; yet half of them were asleep in their hammocks when the alarm began, and had to turn out naked to battle with the angry elements. Amidst the dreadful uproar, the voice of the first mate was heard entreating, commanding, and denouncing with most prompt and vigorous vociferation.

Two A. M.—The wind is getting up; an increasing breeze from the S. W. precludes repose after our alarm. We have struck a light, and sit up to talk over our providential escape: we scud along under stay-sails only; but, alas! our alarms are not at an end.

Wednesday, June 10. Eleven A. M.—Just at day-break a dreadful crash round those who had returned to their hammocks, to new terrors. We all cried out, "The ship has struck!" and up we sprung on deck, and the ship had struck a mass of floating ice. The concussion was felt through all her timbered frame. The broken pieces of ice were rattling along her sides, and the sailors running to the pumps to ascertain what damage she had sustained; for a moment all was dismay and confusion. A thick fog added to our apprehension, and the recollection of the huge masses of ice we had seen the day before made us fancy ourselves close along-side some such horrible neighbours; happily our fears were vain. The vessel had received no material injury, for she made no more water than usual. The thermometer down to 48°; therefore we must be in the vicinity of much larger quantities, and owing to the density of the fog the strictest look-out can avail but little, as we cannot see the length of the vessel before us. This adventure of meeting with so much ice in June in these seas is totally unexpected by us, and forms an interesting feature in our voyage. We shall be very happy when we are clear of the Gulf and banks, and safe on *terra firma*. [illegible]

Seven P. M.—The thermometer has

gradually risen to 64°, so that we have but little expectation of more ice. The fog too has somewhat dispersed; but black thunder-clouds hang portentous in the south, and we take our leave of the cheerful day with more than usual anxiety.

Thursday, June 11. *Two P. M.*—We have left the regions of fog behind us, and although the sea is as green as in the British Channel, we have no soundings at 180 fathoms; we have a stiff breeze at N. N. W., and sailing three points south of our cours The atmosphere is considerably colder than the sea-water; the former at 54°, the latte 64°; which is only four degrees below the temperature of Matlock bath. Is this extraordinary effect owing to the Gulf stream, which, a little south of us, curves off its mighty eddy into the wide Atlantic?

Friday, June 12.—Out three weeks, and the sameness of our food appears to have taken away our appetites, so that we shal not consume one-third of our stock, unles we meet with calms or contrary winds. No birds in sight excepting that most interest ing species the stormy petrel, *procellaria pe* *lagica*, which has not failed to follow u almost daily across the wide Atlantic. Th sailors call them *Mother Carey's chickens* who Mother Cary was, I know not; some reputed witch, I suppose; for these are birds of ill omen, and are said to delight in storms, if they have not the power to raise them. However, they are the terror of many a bold sailor, who would exclaim, with Macbeth,

> "Take any shape but that, and my firm nerves
> "Shall never tremble."

I have taken great delight to watch these extraordinary birds, in almost all weathers, during our voyage. Sometimes, after the lapse of several hours, they will appear in great numbers in the wake of the ship, picking up whatever may be found to suit them. I have often amused myself by throwing overboard crumbs of bread and other things, and behold them hastening after them in the liquid valleys; now just dipping their feet in the water, then skimming over the coming wave with most amazing velocity, and strength of pinion. All at once they will disappear for hours, and as suddenly return, gleaning their scanty pittance from the surly surge. Sailors will tell us, that they hatch their eggs under their wings, while sitting on the water! We must not look to sailors, however, for a knowledge of these

According to Bewick and Wilson*, they are the smallest of all palmated fowls, and the least of the twenty-four enumerated species of their tribe; they are found over the whole Atlantic at all distances from land, and in all weathers, but particularly preceding and during a gale, when they are unusually active in picking up small matters from the surface of the water. They are found in great numbers on the rocky shores of the Bahama and Bermuda islands, and on the coasts of Florida and Cuba; they breed in cavities of the rocks above the sea, and feed their young during the night, when they are heard to make a noise similar to frogs. In the day, they are silent, and wander widely over the ocean. The rapidity of their flight is at least equal to the swallow, which is calculated at one mile per minute; and their whole appearance very much resembles that bird. Their most singular peculiarity is the faculty of standing and running upon the water, which they do with great facility, with the help of their long wings, and their webbed feet patting the water: the lightness of their bodies, and the action of the wind on their wings, greatly facilitate this movement. According to Buffon, it is to this habit, that the whole genus have obtained their name *Petrel*, from the Apostle Peter, who, as the Scripture informs us, walked upon the water. From the nature of their food, their flesh is rank and disagreeable, though they sometimes become so fat, that, according to Mr. Pennant, the inhabitants of the Feroe islands make them serve the purpose of a candle, by drawing a wick through the mouth and rump, which, being lighted, the flame is fed by the fat and oil of the body!* What a pity they are not plentiful in England, that the poor might have one legal method of cheating the exciseman.

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* Wilson's American Ornithology.

Saturday, June 18. *Two P. M.*—The wind has veered from the east, round to the south-west, and brought with it the usual gulf-stream weather:—squalls of rain, thunder-clouds, and gusts of wind. We have now been, for about a week past, apparently within the influence of this "ocean river," the mother and nurse of tornadoes, hurricanes, and tempests; here however its influence is trifling; but no doubt that meet-

* British Zoology, vol. ii. p. 434.

ing here with the ice from the polar regions is the cause of that prodigious evaporation which envelopes the mariner in these seas, for several months in the year, in almost perpetual fog. The thermometer is recommended by Dr. Franklin, as the best means of discovering when a vessel is in or near the stream. We have endeavoured to keep a little to the northward of it to get the assistance of a counter-current, as recommended by Commodore Truxton, and others. The direction of the stream is nearly N. E.; its velocity decreasing gradually after it leaves the Gulf of Mexico. It is the terror of all the West Indian islands, and the southern coasts of America. It gives the sailor constant alarm and employment: he must be on the never-ceasing watch to reef and run; for the clouds rise and disperse so rapidly, that he can never enjoy security or repose. Mr Volney suggests, that the banks of Newfoundland have been entirely thrown up by the slow operation of this great current; and he takes great pains to trace its whole course from the African coast to these latitudes, and still farther. Much of truth, and much of fancy, will be found in his work on America.

The air has been very close and sultry

all morning: vast masses of black cloud are rising in the wind; and we are in expectation of a squally night.

Five P. M. — It is come; all hands busy taking in sail: impossible to write until the weather moderates: great numbers of porpoises and bonitos in sight, racing after the vessel. What can induce the former of these fish to take such apparent delight in sporting under the bows of the vessel? They can overtake a ship, when sailing ten knots, with as much ease as the stormy petrel: they have but three fins, like the dolphin; one on the middle of the back, and one on each shoulder: in shape they are much like the salmon, but with a much smaller eye and mouth in proportion to their size. Our captain and mates strove in vain to harpoon one of them: they make a beautiful appearance in the foam at the head of the vessel.

Sunday, June 14. Ten A. M. — We have beheld the roughest sea, this morning, that has yet met our view: for five or six hours we had a gale from the south-west, that kept us all below, the waves washing over the deck incessantly. This is our fourth Sunday on board, and the weather forbids any vocal melody; the whole of the passengers seem to have exhausted their means of amusement, and wish most heartily for propitious gales, and a quick termination of their voyage. This is to be expected. The majority of those in the steerage are illiterate countrymen used to constant occupation and manual labour; and to idle away a whole month, and have nothing to do, is quite a punishment, as they have no resource in books, or conversation, to beguile the time; yet among them are several men of well-cultivated understandings and extensive reading, whom the heavy pressure of the times drives to seek, at an advanced period of life, those comforts for themselves and families in another country, which poor-rates and taxes will not admit them to enjoy in their native land. Among them is a man of sixty years of age, with an only son, a youth of sixteen, all the remains of a numerous family, who for thirty years had been a housekeeper in his native city; but a series of misfortunes assailed him: for many years, he found that all his struggles just enabled him to exist, and meet the constant demands of the tax-gatherer: he wished to live and transplant the last scion of his race to a more favourable soil; and therefore has he abandoned every friend of his youth and advanced age, and boldly ventured a debilitated frame in a strange climate, and in a land of strangers. His life has nearly paid the forfeiture of his resolution.

Sea-sickness has so exhausted his strength, that it is very doubtful if he will live to tread the land of freedom, after which he has long sighed. Fortunately, I have medicines which have been of service to him. This person, at Liverpool, had his certificate rejected at the Custom-house, because, by accident, it had been a little wet on the journey, and he was ordered back a journey of near 200 miles to procure another!

The inefficacy of all legal restraint to prevent emigration from a commercial country, like Great Britain, must be apparent to any reflecting person. Nothing is more common than for one person to procure a certificate, and another pass with it, under that person's name. A mechanic, therefore, who is prohibited by law from living where he lists; who is a prisoner on parole in his native land, may easily, for five shillings, procure a certificate that cannot be legally objected to, unless the change of persons was discovered. But if this were not so easy, there are a thousand other ways;

for a man to evade the law, while there is a free trade and open communication between Canada and the United States, or between England and France; or, in short, while ships of any nation leave the British ports, it will be impossible to confine any man, who is at large, to a particular country. The law defeats itself: it makes a man more anxious to go, because it presupposes he would find an advantage in making his escape. Oaths imposed for such a purpose are worse than a nullity.

Long. 57° 36'. Lat. 41° 20'. Nov. 7.— Another change of weather. It has come on to blow hard, with heavy squalls; and we are running, for the first time, ten knots, under fore, main, and mizen stay-sails. It is well that we had not such weather in the early part of our voyage, or we should have been much more depressed and fatigued. We all feel this to be the most tiresome day we have spent on board: wind shifted to the south, with every appearance of a blowing night: thermometer stands at 70°, and has rained all day incessantly.

Midnight.—I rise and procure a light: the vessel rolls and lurches so much, that it is impossible to sleep, or scarcely to keep in our hammocks; our crockery has been all overthrown and scattered about the floor. To remain in ignorance of our situation is extremely irksome, and to go upon deck almost impracticable: can just hear orders given to put up the dead-lights. A heavy sea has just broken the cabin windows, and thrown in many hogsheads of water: the cabin knee-deep. The wind has suddenly died away, which increases the vacillating motion of the ship; having no wind to steady it, we are reeling about, the sport of the waves.

Monday, June 15.—To a person unaccustomed to a seafaring life, the spectacle this morning was very interesting. We had scarcely any wind; barely enough to waft us three knots, when all at once we found ourselves in a more wild and mountainous sea than we had ever beheld! The ship more ungovernable than she would be in a storm, with wind to steady her; and just as we entered these perturbed waters, it fell a dead calm. The air perfectly still, and the sea as if under the influence of a sweeping gale of wind or a subterraneous storm, heaving its curling billows in angry commotion. I understand that it is not uncommon, particularly in gulf-stream weather, to occur than ever which the southwest gust has just passed, and which retain their troubled surface for hours after the storm has passed away. The stormy petrel is seen hurrying with intrepid wing over every wave and to every hollow of this magnificent scene. A much larger bird is seen, also hovering at some height above the waters: it cannot surely at this distance from land be the sea-eagle, (falco ossifragus) which, at this season of the year, is common on the shores of Delaware and New Jersey: it does not approach very near to the ship, but is evidently a much larger bird than any of the gull species.

Long. 56° 18', lat. 41° 04'.—The days are growing shorter with us: it is quite dark this evening at 8 o'clock: we have not seen the sun for three days.

Tuesday, *June* 16.—It is often said that people never take cold at sea: our experience contradicts this. Many of the passengers have suffered from sore throats and rheumatic affections severely, in consequence of taking cold by getting wet upon deck, or staying up too late at night when the weather was fine.

Wednesday, June 17. Six A. M.—The most beautiful morning we have seen since the first week we came to sea. Summer appears again; tranquil, brilliant, and warm: almost a perfect calm, and the sea as green as in St. George's Channel, yet we are not within soundings.

Eleven A. M.—A breeze springs up at west, and we are sailing six points north of our course: great shoals of porpoises. Our captain struck one, who made his escape badly wounded, and the rest immediately dispersed. As the sea continues a beautiful green, we have repeatedly tried soundings, but could find no bottom at 130 fathoms: the captain says he never observed the sea so green at such a distance from land, as, according to our reckoning, we are 160 miles from St. George's Bank on the shores of New England. Latitude 41° 28', long. 61° 16'; therefore we must have sailed just to the south of the celebrated banks of Newfoundland, as we saw no fishing-vessels, nor found any soundings in our course.

Thursday, June 12.—It is now four weeks since we came on board; to us it appears an age. When the first novelty of the scene is worn off, nothing can be so dull and monotonous as time spent at sea. To watch the clouds and prognosticate the weather; to consult the compass and quadtion the sailors; to look out for strange sails, and contemplate the element that supports us;—all soon come to be interesting employments: and if there be a lack of agreeable society on board, it must be felt still more intensely. The master of the family, associated with us in our department of the vessel, spends his whole time in scolding his servant and abusing his wife. I question if both of them do not endeavour to get rid of their slavery, when they get to land: his habit is so strong, that the other night, when the crockery was rolling about, he jumped up in his sleep, and cried out, "*What have you broke now, and be d—d to you?*"

On asking him, the morning after our perilous alarm, what his thoughts were during the danger, he replied,—"He was thinking how his enemies in England would triumph if they should hear that he was lost at sea!" This man had a wife and five children on board, the eldest about eleven years of age!!

Last night we had a gale of wind, which came on so suddenly, that before the sails could be furled, the ship was so much on one side that several were rolled out of their hammocks, and we were fearful the masts would go by the board: luckily some of the sails split into ribbands and eased the pressure; and the expertness of the sailors soon reefed the remainder: this is the third time we have witnessed the imprudence of carrying too much sail by night.

The mates have orders to make no alterations without calling the captain; and as the captain must not be disturbed for trifles, the danger is imminent before any preparation is made to avoid it; and all hands are called, when the regular watch might do the work at leisure.

A cabin-boy to-day was very badly scalded with some soup: it was very soon cured by wrapping his arm in raw cotton, as recommended by a lady on board. The efficacy of the application, which I witnessed with much interest and astonishment, is really wonderful: the scald was really a bad one, and in about one hour the inflammation had subsided, and left no inconvenience but from two large blisters which had arisen, and which, by a few dressings with spermaceti, were cured also.

The air is now so cold that we wear our great-coats on deck; the thermometer is down to 58°, and the temperature of the sea at 70°! but the wind is nearly north. This great difference is very plainly felt by dipping the hands in sea water, now quite warm enough for a tepid bath.

Friday, June 19. Nine A. M.—A most charming morning, with a fine breeze from the north, floating us on with scarce any motion of the vessel full nine knots;—how much more pleasant sailing with a steady side-wind than with a wind quite fair. The water is again a deep blue at the temperature of 72°, Fahrenheit; the atmosphere only 58°: it should appear, therefore, that the northerly winds have brought us again within the influence of the gulf-stream, which is felt as far as 40° or 41° north latitude.

Eight A. M.—This has proved the finest day for sailing, without exception, of any we have experienced; the vessel has performed all day full eight knots, with scarce any perceptible motion. A most innumerable flight of gulls are now in sight, apparently all attached to a particular spot.

We are now evidently west of the stream, and all eagerness in expectation of fine weather to welcome our approach on the shores of the American continent, and witness our debut in the new world.

We have for this week past been suffering much, from being obliged to use stinking water. This is inexcusable in so short a time as we have been at sea: we are told that it was owing to foul casks which had been borrowed, and recommended as quite sweet. In the cabin, however, they can yet find plenty of good water; and it is well known there are many casks on board reserved for these parlour *boarders*, in case of emergency.

Saturday, June 23. Two A. M.—Our favourable wind continues, varying only one point to the east, and driving us on full nine knots.

All faces wear a cheerful aspect, hoping to see land to-morrow, or on Monday at the farthest. The wind is very cold with a brilliant sun, that to us appears nearly vertical at noon-day. The petrel is our constant attendant, and the only living thing to enliven the scene. We have this day arrived at 66° 30' west longitude, by 39° 51' north latitude, and as in this latitude a degree of longitude is near 47 miles, we calculate that we have yet near 300 miles to run to the capes of the Delaware. The atmosphere and the water are exactly of the same temperature, 66°, Fahrenheit.

Eight A. M.—We have run 170 miles the last twenty-four hours.

Sunday, June 11. Nine A.M. — We have had a most uncomfortable night; as the wind came so much aft, that we have had all our old [illegible] and rolling motion. The morning, however, compensates most amply for our want of rest: it is brilliant, calm, and beautiful, and what adds to our pleasure, we behold many vessels in sight evidently coasters: abundance also of seaweed is floating about, and a bird which we have not before seen, which I think is the great tern; (*Sterna hirundo*, Bewick's Birds, pl. [illegible] No. [illegible].) Their flight is more in the manner of the gull than the swallow: they appear to have great powers of wing, and often make sudden plunges from a considerable height: they never go any very great distance from land.

Ten A.M. — We all assemble on deck, and join voices in the hundredth psalm. That heart must be dead to every good feeling which can hear this divine composition unmoved; particularly in such a novel situation. Perhaps never before did many of the hearers feel such genuine devotion as this simple melody produced; and tears of gratitude and thanksgiving ought more frequently to be seen at sea.

Probably no man ever brought a family

of young children across the Atlantic, without repenting of his undertaking during some part or other of the voyage; but a scene like this, with every eye looking out for land, obliterates the remembrance of every hardship and danger.

Eleven A. M.—Multitudes of vessels of every description are now sailing in every direction; such a scene as can only be witnessed at the entrance of some great commercial river, or near a busy port. At length two of the vessels are recognized as pilot boats!—They are crowding all sail to approach us!—They tack and manœuvre most adroitly, each aiming to come up with us the first. At length one of them lowers her boat, and four lusty fellows are plying their oars to reach us first,—they succeed,—the pilot leaps on board!—We crowd around him as though he were an angel from heaven come to save us; we think him a most benevolent fellow; he takes the command of the ship, and gives out his commands like a monarch. We learn that we are only about 25 miles distant from Cape May, at the mouth of the Delaware.

All now are anxiously looking out for land; each eager to be the first to descry the American coast. The expected [illegible]

Columbus could be scarcely more happy than we were, when a sailor from the mast-head cried out, "LAND!" [illegible] No language can describe our pleasurable emotions: it seemed as if we had never lived before! We know not how to express our happiness to each other: we seem all in a felicitous company of brothers; perhaps in another hour or two the slightest trifle may set us all at variance; or a sudden change of wind sink us into the most gloomy despondency. Such is human life, and such is human nature! [illegible] In the present all our happiness seems concentered in that one word, land! We think of nothing else: we talk of nothing else; forgetting that there awaits for the lot of all mankind,—disappointment, and toil, and disease, and death [illegible] At length, with eager vision, we behold the cloudy land which

[illegible] The fact is, they do not [illegible] projections which [illegible] through them with the pencil of a single hair.—Ed.

[illegible] to the point of Delaware and see the shores of New Jersey [illegible]. A fair wind carries us on [illegible] [illegible] which now [illegible], [illegible] full four miles; therefore we are rapidly entering the bay.

The coast is low and level; no high and chalky cliffs to curb the pride and fury of the tempestuous ocean; no swelling hills or snow-clad mountains to vary the prospect, and relieve the eye. At length we can distinguish trees; they appear to grow out of the water; the fact is, we cannot yet see land: it is only the tops of the large trees that are yet distinctly visible.

Five P. M. — The coast of New Jersey is as flat at the entrance of the Delaware as the coast of Essex at the entrance of the Thames. Not one interesting object attracts the attention; nothing but trees to be seen — now in full luxuriance of foliage, and of most majestic magnitude. The tide fails us, as we are opposite the light-house, and having but little wind, we cast anchor for the night, and go to rest with more pleasure than since we were at anchor in the Mersey: only the bitter thoughts will intrude, that the immense ocean divides us from our dear friends, in our ever-to-be-reproved country,—the garden of the Universe!—the chosen seat of science and the arts!—the abode of all the domestic virtues! and, more than all these, our native land!

Were the public virtues of thy rulers equal to the private virtues of thy citizens, there might be some latent hope for thy sons again to see their country restored and reformed.

> "For, lest this social cement of mankind,
> The greatest empires, by scarce felt degrees,
> Will moulder soft away, till, tottering loose,
> They prone at last to total ruin rush.
> Unblest by virtue, government a league
> Becomes, a circling junto of the great,
> To rob by law; religion mild a yoke
> To tame the stooping soul, a trick of state
> To mask their rapine, and to share the prey.
> What are, without it, senates, save a face
> Of consultation deep and reason free,
> While the determined voice and heart are sold?
> What boasted freedom, but a sounding name?
> And what election, but a market vile
> Of slaves self-bartered?
> Ev'n justice warps to party, laws oppress,
> Rapine, and guile, and violence break loose;
> [illegible] the face of [illegible]
> [illegible]"

Thomson's Liberty.

THE

EMIGRANT'S DIRECTORY.

Delaware Bay, June [illegible]

Hail, land of liberty! I live to behold thy hospitable shores,—the abodes of peace and plenty, and the sure refuge of the destitute, the persecuted, and the oppressed of all nations. All our alarms, privations, and fatigues are forgotten, and weigh as dust in the balance against the felicity of beholding thy rising cities, of contemplating thy venerable woods and magnificent rivers.

A foggy morning clears up at six *A. M.*, when we weigh the anchor, and taking advantage of the tide, proceed up this beautiful river.

As the stream narrows, we begin to see more distinctly the features of the country in its vicinity. Now and then, a stately residence, half concealed by the woods, peeps from the abundant leafy wilderness, as if inviting us to land; the telescopes are in requi-

[illegible] requisition to satisfy our [illegible], all anxious to comprehend every thing new and inviting. The water appears absolutely on a perfect level with the Jersey shore; nor can any thing be seen beyond the first advanced guard of the woods, the stately trees that adorn the margin of the river. The land on our left, in the State of Delaware, begins to show a little more elevation, and some agreeable undulations towards the [illegible]. We [illegible] scarcely give [illegible] [illegible], or [illegible] [illegible] the most trifling [illegible] [illegible] there seems beautiful [illegible] is soft and refreshing, [illegible] scenery, quite very different from [illegible]. The day is quite warm, and the [illegible] feeling it sultry. We pass Port Penn, that [illegible] [illegible] and purpose. How forcibly the history of mankind must shew William Penn, for usefulness to his fellow-men, for every Christian and moral virtue? How far above the warrior or the conqueror's renown? Blessed be the memory [illegible] [illegible].

Newcastle is in sight, the first town [illegible] [illegible] is [illegible] [illegible] [illegible] [illegible] situation [illegible]ble, except for a river trade, and as a [illegible] beautiful plain. Wilmington constitutes a very place of some consequence, situated on the Brandywine Creek; the scene of a pretty warm engagement during the revolutionary war. Wilmington appears to be very pleasantly situated; and the swelling hills around it have a very picturesque appearance from the river. The population of Wilmington is near 4000. Considerable manufactories of gunpowder are in its vicinity. Brandywine gunpowder is well known all over the United States, and is conveyed to the most distant townships in the Union. It is the Dartford of America. The bay is now contracted to a noble river. The whole scenery tells us we are in a foreign land. No English river can compare with the Delaware for depth of water so far inland, or for luxuriant foliage on its margin; but for beautiful and picturesque scenery bordering it, the estuary of the Severn is very superior. The Thames has no handsome scenery below London at all whatever; but, in sailing up it, a stranger has the pleasure of seeing more of the surrounding country, than he can in sailing up the Delaware.

We passed Chester, and the mud fort, just opposite the lazaretto, or "[illegible]" health, as the place appointed for those per-forming quarantine, who are released [illegible] by the officer presiding. A small island in the river, and the novelty of the architectural ornaments and style of buildings give it a unique and pleasing appearance. We cast anchor, and have to pass another night on board: this we do not regret, as it would be very inconvenient to get on shore in a strange place in the evening of the day; and it gives us a little leisure to prepare ourselves for leaving the vessel; for hitherto every thing has been neglected to linger on deck, and look at the features of the country we have so rapidly passed. The officer of health comes on board: the passengers are all arranged on deck, and a very cursory view taken, en passant, of the "human face divine." One valetudinarian kept out of sight, for his looks would yet have condemned a whole regiment.

The situation of this place seems very ill chosen for a building set apart for the cure of [illegible] epidemic complaints. The situation is very low; and though it has the advantage of the coolness and purity of the air communicated by a current [illegible] the building itself should certainly have been upon some [illegible] elevation, [illegible] guns to the river. Our captain and a few of the passengers go on shore, and proceed to Philadelphia by land. It is evident there is not that host of custom-house officers here, as in the country we have left. No officer comes on board, and there is no prohibition from going on shore. It were very easy, therefore, for any person so disposed, to leave the vessel with a great number of portable articles, such as watches, muslins, &c. all of which pay an importation-duty of more or less per cent.

June 20. 1818.—We weigh our anchor as soon as the tide serves in the morning, and proceed up this placid stream, pass several small islands, and Billing's fort, which appears effectually to command the passage: we have just water sufficient, eleven A. M., to get over the bar, and soon afterwards behold the numerous ships in the river, off the far-famed city of Philadelphia. No towering castles, or glittering spires, however, rise to gratify our curiosity: scarcely an object of distinction appears to elevate itself above the chimneys: one or two half-cupola buildings, and the shot manufactory excepted, there is nothing to interrupt the dull sameness of the distant scenery. Yet, as we advance further, and get opposite some of the streets that come down to the river, the prospect is novel and enchanting. [illegible] of trees in every street, at this season of the year, is peculiarly grateful and refreshing. We pass elegant squares of buildings, and one grand street after another, full of admiration and curiosity until we arrive at our destined quay. All is then as great bustle and confusion as on the day we embarked: hundreds of spectators line the shore to welcome the arrival of our gallant, our beautiful ship, which has been fresh painted and burnished out to meet the gaze of this auspicious day; numbers on shore are already calling out to their friends and comrades on the deck whom they recognize.—Alas! we have no friendly voice to hail us, or welcome us to a strange land; while the wives and children of the sailors are waiting with anxious smiles their approach.—At length our vessel is safely moored.

Hundreds now come on board: the deck is covered with citizens; some out of curiosity to see what an assortment of living animals are imported; others with cards recommending their boarding-houses. It is some time before any thing like order is kept, or any [illegible] goes on [illegible]. But few of the European passengers have any knowledge of the place, or of any person resident within it; therefore they are chiefly left to chance in their determination. For myself, not choosing to deliver my letters of recommendation, until I had provided some accommodations for my family, I was much in the same predicament. I listened to a bustling Englishman, who was very officious in recommending his house; and leaving my family in the vessel, I accompanied him on shore; and, just at 12 o'clock, set my feet on the American continent!

Thus terminated our short and prosperous voyage. The Atlantic is frequently crossed in less time from America to Europe; but not many ships in the season make their voyage to America within the month. Several arrived during our stay in Philadelphia, who had been at sea from seven to eleven weeks; it is prudent, therefore, to lay in provisions for eight weeks, as we had done.

Oh! with what pleasure I trod "the sure and firm-set earth!" — With what delightful sensations I contemplated the clean and decent appearance of the natives, and the long streets of their elegant city. I soon arranged terms with my countryman, who had a good house in South-Front-street, and returned to the vessel for my family. We were allowed to bring on shore what wearing apparel we were in immediate want of; and the rest of our luggage was detained until the ship's papers had passed the Custom-house, and the usual forms were complied with.

At a very early hour in the morning, I was traversing the streets and inspecting the markets. The extreme cleanliness and order so visible in the latter, cannot escape the most superficial observer. The sleek, well fed horses, the neat covered carts so numerously arranged in all the streets contiguous to the markets, the dress of the country people, the different methods of exposing their articles, and the difference of the articles themselves; the difference in coins, with their dollars, their half and quarter dollars, eleven-penny bits, five-penny bits, and cents, all show the stranger he is not *at home*. After an hour or two's ramble, on my return at seven o'clock, breakfast was on the table. Here all was strange again; hot steaks and profusion of cold meats, with hot wheaten and rye bread, tea and coffee smoking on a side-table, and a thousand trifling circumstances excited our attention, and called forth praise or censure.

Another circumstance, however, used

made us forget trifles: towards noon, we began to discover that we were no longer in a very temperate climate. A heat far beyond what we had expected in so temperate a latitude, assailed us. We had, within a few days, in the vicinity of ice-islands, been shivering in temperature of 48° Fahrenheit. The day after our arrival at *Philadelphia*, the thermometer stood at 96°!! Some prudent precautions are necessary for strangers in such an abrupt change as is often felt by those who come over in the spring of the year. We had to make very considerable changes in our *dress*, to be at all comfortable: to avoid any violent exercise, and to practise the most exact temperance in our diet. Many Europeans during our stay at Philadelphia, dropped down in the streets, and died very shortly afterwards; most of them, I believe, from imprudently drinking water when in a state of great heat and exhaustion. During a fortnight that we remained, not one drop of rain fell, not a cloud obscured the sky. It was advisable to remain within the house between the hours of twelve and four, and to keep all the window shutters closed, to exclude the rays of the day and the glare of light, as well as the flies which are exceedingly troublesome. Such [illegible] heats so very terrific are not, however, common here; and when they occur, seldom continue long without gusts of thunder and rain to purify and cool the air. I am not about to enter into any particular description of the city; only intending to notice what may be interesting to the emigrant stranger, who makes a short stay [illegible]

We pay at our boarding-house five dollars per week, and for the children three dollars, for which we have three plentiful meals per day. I believe no more meals are taken any where in the United States, tea and supper being considered as one, which is here taken in general about six o'clock. Tolerably good porter may be had, and drank also; but water is universally drunk at the dinner-table. Foreign wines may be had very cheap; good port at two dollars per gallon; and spirits proportionably reasonable. I find the most refreshing beverage, this hot weather, to be [illegible] of peppermint [illegible] [illegible] pretty much [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] but [illegible] [illegible] [illegible] [illegible] [illegible] Churches [illegible] their appearance;—a fruit which abounds in the greatest profusion in Pennsylvania. The environs of the city are not remarkably beautiful, with the exception of the wild charming walk of the Skullkill river, which is I think equal to Llangollen on the Dee and somewhat similar; only that the banks of the Skullkill are much better wooded, the timber being not only much more majestic, but consisting of a greater variety of species. A favourite ramble of the republicans lies to the falls of the river about four miles from the city; and the river road and the upper road vie in beauty with each other. The falls themselves are not worth going to look unless in a rainy season. The wooden bridges over the Skullkill here and further up are extremely appropriate, being covered with a roof of planks; but the same tendency is felt in bad weather, and it adds much to the safety and durability of the structure, as it prevents rot along the whole length of the bridge, which consists in supporting the roof: it is like a double bridge; and the passengers must always go to the right hand in turning.

At Philadelphia the [illegible] when from the Delaware to the Skullkill, [illegible]

[illegible] [illegible] is nearly filled with buildings to the Centre-square, which is half-way between the rivers. There are twelve streets between the Delaware and the Centre-square which stands at the head of Market-street, all nearly filled with houses. Streets are laid out all the way to the Skulkill, but not many houses are erected: from the Centre-square there is a gradual descent to each river. The streets beginning at each river, are numbered after the Front-street, First-street, Second-street, and so up to the centre: all the cross-streets are named after some tree, the produce of the State, as Pine-street, Chesnut-street, &c. This regularity which enables a stranger to find himself at home, and to find his way most readily to any part of the city. All the streets are planted somewhat with trees: the Lombardy poplar seems to be the favourite here as well as in London, the worst that could be selected on some accounts; it is a favourite tree with a great number of insects, which [illegible] about to cover the surface [illegible] [illegible] the pavement every where about it. Persons alone would [illegible] [illegible] for [illegible] the streets of a populous city. [illegible] [illegible] [illegible] well supplied by the [illegible] of pipes from the Skulkill.

The houses are, none of them absolutely mean; there is not that disgusting contrast of filth and finery in the inhabitants, or of grandeur and beggary in the buildings, so conspicuous in European cities. The sameness of style, however, in the architecture, the paucity of public edifices, and the perfect regularity of the streets, contribute to give a plain kind of dulness to the whole, which soon abates curiosity and tires the stranger of taste. There are some private houses most remarkably neat, handsome, and elegant; exceeding, I think, any that London can exhibit. The beautiful colour of the brick contrasts well with the white marble steps, green shades, and white painted window frames, and gives an appearance of cleanliness and comfort unrivalled.

Of the public buildings, very little in admiration can be said; they are all neat, but none of them splendid. The façade of Girard's banking-house is at present the best specimen of ornamental architecture in the city. The plainness of the different places of worship can excite no jealousy among the different numerous sects of religion. The Episcopalian may, perhaps, be gratified by retaining a solitary bell in the cupola church; but here he does not monopolize that appendage as in England; for many other sects here know the sound of their own bell. Happy is that country where the word toleration is unknown, in a religious sense; and how much does it reproach the legitimate governments of Europe, that this government which they affect so much to despise, and this people whom they contemn, should so far have outstripped them in true policy, and "even-handed justice!"

It will be a hard matter, if a stranger cannot here find a preacher to suit him in doctrinal belief. From the enthusiastic Methodists of colour, who jump, and rant, and roar at their devotions, like madmen, to the sceptical theophilanthropist, there is every gradation and shade of professing Christians; aye, and good and sincere ones, no doubt, among them all. There are several very popular preachers of different sects in the city; among them I went to hear a Dr. Staughton, formerly a Birmingham mechanic, who was very highly spoken of as a first-rate orator. I came away, however, very much disappointed. The American universities have been accused of giving their ecclesiastical honours without that regard to learning and talents which could make them of real value. In this respect, however, I think they are much more careful than the Scotch colleges, the venality of which is proverbial. Who would be a *Doctor* to rank with the C******s or the B****ts in England? We may again say with Horace,

O [illegible]!

There is a very general profession of religion in this country, and a very strict observance of the Sabbath; but the austerity and bigotry of the original puritans is relaxing; and although most of the sects are highly orthodox, the unbounded liberty of conscience prevents any stigma from attaching to any religious principles, be they ever so singular, or to the majority ever so heterodox.

As but very few emigrants, of the great number who arrive at this port, remain in this city or its neighbourhood, and the greater part of those who arrive at New York come through it on their way to the great western country, I shall proceed to point out the most general modes of travelling in that direction, and the necessary preliminary objects that should occupy the stranger during his stay. If he comes without a family, or with only a wife, he cannot do better than go on to Pittsburg by the stage. Pittsburg is the head-quarte of all those who are about to settle in the States of Ohio, Indiana, Kentucky, Illinois, or the countries bordering on the Mississippi. If he do so, he had better forward his luggage by waggon to that place, and see it off, before he departs, taking care to receive an acknowledgment from the waggoner of the receipt thereof. The carriage is from six to eight dollars per cwt. according to the season of the year, or the state of business. A prodigious number of these stage-waggons are upon the different roads to Pittsburg in the summer: they avoid the turnpike, and of course the tolls. The price of oats and Indian corn is often lower too on what is called the *Glades Road*, and the *Old Pennsylvania Road*. Great numbers of these waggons are constantly waiting in Market-street for their loadings: the horses feeding round the waggon by night as well as by day; nor do they ever put them in a stable upon the roads, even in the depth of winter; yet the horses look well, and though not of a large size, or a lofty race, are capable of much hard work. Most of these waggoners are the proprietors of their own teams: many of them farmers, who employ their horses in this business, when their work is not wanted at home.

others make it their entire business. It is very seldom that any thing committed to their care is lost; and if damaged, they are chargeable in the amount of the damage. The men themselves are a very rough unpolished set, and their honesty is probably their best quality; but that is of the most importance to an emigrant. There is a regular line of stage-waggons also, the proprietors of which have warehouses to receive goods at all times, but they charge something more for conveyance. [illegible] families accompany the waggons which convey their goods, the women and children riding when they like, but the vehicles are very ill constructed for their accommodation. They are very long and heavy, and the covering is not sufficiently elevated to afford any room to move about when they are inside: they are generally drawn by six horses, two and two; and the roads are so worn by their tracks, that it is scarcely possible for single horses to walk from the ridge which rises in the middle of the road, more particularly among the mountains and off the turnpike road.

Many emigrants purchase horses and waggons at Philadelphia, and take in them their families and their luggage, in order to be masters of their time, and travel as suits their inclination or convenience.

This method is what we adopted; and therefore I am better able to speak of the trouble, expence, and inconvenience of it. We purchased two light covered Jersey waggons new for 160 dollars, and two useful horses for 105 dollars. I was told that I could sell them for prime cost at Pittsburg, or any place west of the mountains; this, however, was not true. Horses are much cheaper at Pittsburg than at Philadelphia, or perhaps than at any place in the United States, from the very migration of many families, who travel thither by land, and then find their horses an incumbrance, when they want to descend the Ohio. Waggons are rather a drug, from the same causes; and as the traveller prepares himself for driving his waggon and horses. But this last is not the only objection to this mode of travelling. Very probably the traveller may not be conversant with the management of horses; or, if he be, and comes from Great Britain, it is impossible he can have the adequate idea of such roads as he will have to travel in this country. He must not only have the fatigue of driving his horses over such horrible sloughy roads, swamps, and precipices, as an English waggoner would allow to be possible; but when he puts up at night, he must be his own hostler; he must unharness, feed, and clean his own cattle, or they will stand in their dirt, and starve.

Certainly, one of the greatest evils of which an English emigrant can complain, and one which perpetually forces itself upon his attention, sours his temper, and closes his eyes to many comforts which he perhaps too disdainfully passes, is the very miserable accommodation which the great majority of inns upon the roads afford him. Travelling in England is performed with such ease, expedition, and comfort, that to find a perfect contrast to all these at once, is almost too great a trial of patience for John Bull to put up with. He frets, and fumes, and curses; and he is only laughed at for his choler; whence he frets and fumes the more. To get tolerable accommodation, the traveller must prefer the turnpike-road, where he can meet with one; and, at the place which he is about to quit, enquire for the best tavern at the place where he intends to halt; and he must not be deterred by trifling difficulties. *Saddle-men*, as they are termed here, command the best attention of the house and expensive tavern, the owner will not provide beds until the usual time for the arrival of the stage team is expired. Movers, as they are called, will find but very little attention fall to their share, except in the charges, where they will not be forgotten.

The following sketch, which I pledge myself is not exaggerated, I wrote (penned) at a tavern, where we were compelled to pass the night among the Allegheny mountains.

A wet morning had delayed our departure from a tavern where we had passed the night, at the foot of one of the Allegheny ridges. The road was become very slippery and insecure, even for foot-travellers. The road itself was only a gullet of the mountain, down which the torrent poured after every shower. This circumstance, although it made the road-way cleaner than other parts, had caused such holes and abrupt divisions in the wheel tracks, that the wheels would be often one, two, and three feet all but perpendicular. The only way by which a single horse to drag after him his load, was at every one of these petty cascades, to form a temporary inclined plane of stones or wood, or whatever material was nearest at hand; and with all our ingenuity, thrice were we completely stalled, and obliged to unload their waggons to get on a few yards, and then reload. Thus, in eight long hours of a summer's day, we climbed nearly two miles; and it was now dark, when we approached the first tavern on the summit. We groped our way to the door, to behold our hostess sitting upon the ground, with her head in the lap of her daughter, who was hunting up her vermin by fire-light! She did not attempt to rise at our entrance; and to our demand, if we could have beds and supper, after a dignified pause, she replied, 'I guess so.—Bess, go and make some candles.—You should have come before sun-down. The stable is behind the house—Jack, get up, and give the creturs some hay.' We had now to attend to the horses in the dark as well as we could, and then wait about an hour and a half while our supper was preparing. The broiled chicken was alive long after our arrival, and the cakes unbaked, that we were to eat with our coffee. The coffee also was roasted in our presence, and the candle making by the same hands that attended to it. Our supper-table was furnished with chicken, hoe-cakes, coffee, butter, sugar, eggs, apple-butter, apple-pye, cyder, cherry-bounce, milk, and whiskey.

Of these articles, the coffee only was not the produce of their own land. What people, therefore, are the more independent? To complain of delays, or express any kind of impatience, is not only futile, but impolitic. Patience is the only remedy, and complaisance your best recommendation. On being shewn to our room, (for one only could we procure, and the two windows of that contained three panes of glass,) we felt an involuntary shuddering at the sight of but [illegible] beds; so contrasted with former indulgencies. Our rush-made candle was brought up in the girl's hand, as the house lately afforded no candlestick; and she, by dropping a little of the tallow on the floor, stuck it up: fortunately it soon fell down and went out, which induced us to lie down in our clothes; but, alas! these could not long protect us; and forth from their [illegible] generally came a most innumerable host, and, with voluminous fangs, began the work of blood; so we could console ourselves neither with [illegible] [illegible] [illegible] first, after a few struggles and pinchings, were absolutely obliged most cowardly to run for it, and beg the favour of being allowed to sleep in our own waggons, and recline upon our own beds. We had to wait two hours in the morning for our breakfast, which was just a counterpart of our supper; and on our departure from this *hotel*, were modestly charged seven dollars for myself and wife, five children and two servants, including the hay and corn for the horses! This was certainly one of the worst places we met with in our route to Pittsburg; but many are very little better, and the worst inns in England are far before the *best* here.

From the great number of these inns upon the roads, one would expect much better treatment and accommodation; but there appears to be no *rivalship* in America, in any business. We were often told, when about to put up *for* the night at a tavern, that took our attention, "That it was not far to the next tavern, and we had plenty of time before us." The hosts are not seen looking out for customers, like the landlord of the *Red Cow*, in the comedy of John Bull; but *vice versa*.

Great numbers of the taverns in Pennsylvania are kept by Germans or their descendants: let those who love a whole skin avoid them. Some few are kept by Dutchmen; these we ever found clean and comfortable; and some by Irish; where we always had civility and good treatment. One only did we meet with kept by an Englishman; and that a most unhappy man, who had brought over with him all his national pride and prejudice, of which he could not divest himself, and he evidently lived at variance with all his neighbours. A pretty good guess may be made of what nation or extraction the host is, by his name upon the sign-post. The Eagle, of course, is the favourite sign: next to these come Black and White Horses, Green Trees, Indian Kings, and Bears in abundance: we even met with one very old acquaintance,—a Swan with Two Necks.*

Another considerable objection I will mention to a family travelling in their own vehicle, is, that nearly half the distance from Philadelphia to Pittsburg is over the successive ridges of the Allegheny mountains, where it is impossible to make much progress; for in the winter the snows make them impassable for one-horse carriages, and in the summer the heats are so oppressive, that it is dangerous to attempt much; and the musquitoes, in the most desirable weather, will be nearly three weeks in accomplishing the journey, if he have any considerable weight of luggage.

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* This sign, probably, originated from a bad painting, in which the shadow of the swan's neck in the water was taken for another neck.

The waggoners invariably carry their bed with them, which is a long narrow mattress; when they have done supper at the inns, they bring these, with a rug or two out of their waggons, and spread them about the floors of the lowest rooms; and at an early hour in the morning it is difficult for those to walk who are upon the ground-floor; they thus save the expense of bed. Many emigrants also take into the house their own beds, and where a tolerably clean empty room can be procured, this is the best plan that can be adopted. Others constantly sleep in their waggons: where the family is not too numerous to be accommodated in this manner, it will be found equally comfortable with any other, and will save a very considerable expense. But few families travelling in this way stay to take a tavern-dinner upon the road: it is better to purchase a few articles of provision, and some corn for the horses, and where a shady retreat, with water, offers itself, to repose during the heat of the day. This plan may also be pursued at night with perfect safety; taking care to provide corn sufficient for the horses.

It will be advisable, if such a mode be contemplated, to provide, when at Philadelphia, a few hams, or rather to take more from England, than will suffice for the voyage, and add what wines or liquors may be thought proper; for nothing of the kind can be procured upon the road, unless at very advanced prices, and of very inferior quality.

If the emigrant travels in the heat of summer, he must be careful how he exposes himself or family to much of the mid-day sun; for those who are walking, the woods afford an almost perpetual shade by the side of the road; and those who ride may keep under cover, while the drivers are necessarily exposed.

The most common beverage sold at the taverns is cyder, or whiskey; many of the taverns have nothing whatever except the latter; one barrel of whiskey will set up a tavern-keeper. To drink much cyder when very warm, is nearly as hazardous as drinking water; and to drink spirits only increases the thirst, and soon brings on a languor which unfits for exertion.

We procured milk at the farm-houses by the road-side, in great plenty, and mixing it with water, found it a cool, pleasant, and most refreshing beverage; we occasionally took a little cold negus also, to strengthen the appetite. With these precautions, the journey may be made very pleasant, if there be a determination not to be put out of temper by the rough accommodations that may be met with. With respect to objects of interest or curiosity upon the road, it is only the lover of nature in all her unbounded variation of matter, living and inert, that will meet with much gratification. As soon as the traveller leaves Philadelphia, he enters the woods, and they continue all the way, right and left. The cultivated spots are mere specks here and there upon the road, even in this old State of Pennsylvania. Whether on the plains, or the mountains; by the rivers and creeks, or by the rocks and ravines;—all is hidden and surrounded by wood! wood! wood! "Above, around, and underneath." The traveller pushes on, hoping when he shall reach the mountain, to emerge from this peopled wilderness. Alas! he only arrives at more impervious forests and impenetrable thickets; he looks in vain for a landscape. If any prospect presents itself of a valley, only a few small spots appear clothed with grass, or covered with corn; a few more of girdled trees, spreading their naked, hoary arms;

as though scathed with the fire of heaven, sublime in their ruin, sterility, and decay, are a most impressive contrast to the waving oceans of luxuriant foliage surrounding them. There yet are many counties in the State of Pennsylvania, where a traveller may ride twenty, thirty, or even forty miles through continued forests, without sight of a house. This is not the case in the great thoroughfares (for they do not deserve the name of roads): even the turnpike-road, in many places, after rain, is nearly impassable: it is seldom you can go more than three or four miles upon either of the three great thoroughfares, without meeting with a tavern; but almost every house by the road side, at a long distance from the town, is a tavern. There are not many towns in either of the routes, that will much gratify curiosity. Lancaster is a neat town, and pleasantly situated, and the most populous, next to Philadelphia, in the State: it contains several good inns; and the best wheat-lands in the State are in its vicinity. Chambersburg, Harrisburg, and Greensburg, will be found good resting places. Harrisburg is the seat of justice, where the State Assembly meets.

The greatest curiosity upon the roads to Pittsburg are the bridges over the Susquehanna; that on the road between Lancaster and Chambersburg, near the new town of Columbia, is perhaps the longest bridge in the world, being a mile and a quarter in length, built of wood, and roofed the whole length. The one on the road that leads through Harrisburgh, is about a mile in length. The Susquehanna is a shallow stream in the summer months, or the undertaking would have been impracticable. There are four principal ridges of the mountains upon the main road: they are crossed in the following order:—the Southern mountain, the Cove mountain, the Dry Ridge, and the Alleghany: there is a considerable distance between them, and many smaller elevations, the extent being about 100 miles over the whole of them: the first and the last only give any comprehensive views of the surrounding country. On the road a little beyond the secluded and romantic village of London, is to be seen, perhaps as fine a mountain-valley as Switzerland can exhibit. The road is here good turnpike, being recently formed; and as it winds up the mountain-forest, the ever-changing view of this expansive, silent, unpeopled valley, where nothing is seen but the undulating foliage of the various-coloured trees, here diminishing in majestic pride and undisturbed solitude, amidst the innumerable prostrate trunks of those whose strength, and verdure, and loveliness belonged to the ages past. Among these living hills, many similar scenes appear, and one striking, melancholy feature obtrudes itself at every step we take: it is the incredible quantity of fallen timber in every stage of decay; the surface of the earth is literally covered with it, so as from that cause alone to make the woods impassable where there is no thicket or underwood. The trunks are many of them of so enormous a size, that it is an Englishman's constant lamentation that they lie here rotting and useless, while such a value is set upon them in his native land. The variety of the species that grow upon every kind of soil, it is a pleasing recreation to discover and enumerate; many of them quite unknown, except to the traveller of science and taste, few of whom ever penetrate these trackless forests. The oak alone, the Englishman's pride and boast, he recognizes at every step; and the varieties of this noble tree, the chief of which are readily discernible, give a stranger some idea of what infinite varieties the whole forest-families are composed. A very great proportion of the land, in the mountainous district of this State, never can produce any thing in perfection but timber; and it is wonderful how these towering trees can find nourishment upon barren precipices of lofty crumbling schistus, where neither blades of grass nor humble mosses can thrive. Upon his whole journey in this State, the English emigrant farmer will not see much first-rate land; nor will he behold a mode of agriculture pursued, that will excite his envy or admiration. The appearance of the farm-house and yard, the implements of husbandry, and methods of using them, with the neglected state of the live stock and the corn-fields, will excite in him much wonder and disgust; more indeed than he will have any right to indulge in, after a further acquaintance. But he will see at once how much industry may accomplish in this country, when carelessness and inattention thrive so well.

What most excites an Englishman's surprise, if not his contempt, is the slovenly-built log-cabins, which have all the outward appearance of wretched penury, and within but little show of cleanliness or comfort. If there are two apartments on the ground-floor, they are both occupied by beds, and the "winds of heaven" have free course in almost every direction; the furniture in general corresponds with the building in rudeness; nor does the dress or the address of the inhabitants at all prepossess a stranger in their favour. Many farmers who have several hundreds of acres of land of their own, and are rich enough to be perfectly independent for every purpose of human happiness, reside in hovels that an English peasant would be ashamed to dwell in: they seem to take no pride whatever in embellishments of any kind, either in their persons, their houses, or estates. That this description is just of a large majority of the landholders in the State of Pennsylvania, cannot be denied; they have too much land in general for their labouring strength, one-half generally remains in wood, and the other half in such a state of slovenly cultivation, that the soil does not return one-fourth of the produce which good management would procure. A great many large farms are attended by the farmer and his family alone; and having no rent and but very few taxes to pay, they have not those incentives to unremitted toil which the generality of European agriculturists experience and deplore.

Much has been said of their hospitality, and their general intelligence; of the forner, let me observe, that it is any thing rather than English or Irish hospitality: they certainly know nothing of the suaviter in modo; and though a stranger may be very welcome to whatever their house affords, they have not the art or the manner of making him think so.

Respecting their intellectual attainments, I think it in general restricted to political knowledge: they all know their rights, and will maintain them; and the frequency of elections is a constant lesson on their importance, as well as the best guarantee of the continuance of their liberty. Of their religious knowledge, I am afraid that the enlightened Christian philosopher, or the liberal scholar, would not think very highly. Learning in the pulpit is not in much estimation: declamation and dogmatism triumph too much there. The excellent laws and liberal principles of the governments of the different States have not yet communicated their spirit to the "pulpit-drum ecclesiastics," who bawl, anathematise, and stigmatise, as vehemently and as uncharitably as in any of the priest-ridden legitimate governments of the old world.*

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* A Presbyterian preacher in the vicinity of Pittsburg, whose holy indignation was frequently roused by seeing people

The most striking characteristic in the country-born farmers, as they are here called, is their general taciturnity: shut up in their woods, isolated in their thinly-scattered settlements, habituated to solitude and reflection, they appear never to have learned the delightful art of conversation. After they have asked you the usual routine questions in their usual rude unceremonious way, of your name, where you come from, and whither you are going, you must expect but little more from them, unless you come to be quite an acquaintance. But you must not hence conclude that it is ignorance that keeps them silent. A real or fancied superiority, which might keep John Bull's tongue a-going by the hour, might operate to seal the American's lips, or only open them to extract something from you. The rudeness and the sulkiness of children of all ages is a reproof to their parents and teach-

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travelling on a Sunday, a few weeks ago, made a full stop during his prayer! and requested some of the congregation to go out, and learn the names of some men who were driving teams past his meeting-house! As they all declined the honourable employment, he hurried over the service, rode after the offenders, and himself turning informer, as he had frequently done before, conscientiously pocketed half the forfeiture which the law allows!

ers; the latter of whom are not allowed that authority which is necessary to keep good discipline in their schools, or teach good manners to their pupils.

That the whole country is improving most rapidly is evident to every stranger: better farm-houses are erecting; extensive barns and out-houses surrounding them; and as the facilities of the markets are increased, the farmer will become more a member of society, if not a better member. Not many English farmers settle in Pennsylvania. The winters in general are long and severe. The land in general seldom rises above second quality, and the price of it is much higher than land of a very superior quality in the Western States where improvements are made. The "British Emigrant Society" of Philadelphia have made a large purchase of lands on the Susquehana, in this State, which they sell, without any advance, to emigrants who intend to settle upon them. Every needful information is given, and much encouragement afforded to those who have not the means or the inclination to pass the mountains.

The climate is certainly nearer to that of the northern parts of Great Britain, than any of the Western States, and more likely to agree with people advanced in life. The price also of the farmer's stock and corn is considerably higher; the emigrant has to weigh these advantages against cheaper and better lands in a distant country.

Numbers of British emigrants go to Canada; some with the intention of settling there, upon lands given by the British government, others because a passage may be had cheaper to the British colonies, and some because there are less difficulties opposed to those whose *trades* are condemned by law, as only fit for the British islands. However, many of these emigrants every year find their way down the Alleghany river to Pittsburg, on their way to the Western States, and great numbers passed my house last autumn down the Ohio, in arks built on French Creek, a branch of the Alleghany, navigable within fifteen miles of Lake Erie, from the town of Waterford; which is by water 218 miles *from* Pittsburg. But let me warn the emigrant,—this is a troublesome, difficult, and uncertain voyage: it is only during *freshes* that French Creek, and many parts of the Alleghany are navigable. Many families came down last fall, who had been detained *three months* upon the Alleghany river! This delay and the expense attending it are fatal to many families, exhausting their finances, and reducing them to the necessity of settling at the first place that offers. At other times the voyage is performed in a very short period; as the Alleghany, when its banks are full, has a very swift current; and, with the exception of the above portage, the emigrant may traverse the whole length of North America by river-navigation, from the mouth of the St. Lawrence to the mouth of the Missisippi, or into any of the Western States of the Union by the branches of the latter. For the assistance of those who choose this route, I insert the names of the principal places upon the Alleghany river, and their distances.

The town of Erie is situated upon the lake of the same name, in Lat. N. 42° 21'. It is a thriving town and much benefited by the encreasing trade in salt which it possesses; from hence there is a turnpike-road to Waterford, which town is situated on the north side of French Creek, a principal branch of the Alleghany.

	Miles.
Erie to Waterford (portage) - -	15
French Creek, through Le Boeuf Lake,	4

	Miles.
Muddy Creek - - -	12
Dead Water, end of, - - -	14
Meadville, the seat of justice for Crawford County, Pennsylvania - -	18
Wilson's Bend - - -	6
Little Sugar Creek - - -	8
Big Sugar Creek - - -	12
At this Creek commences a rapid, which reaches to the junction of French Creek with the Allegheny, at Franklin, the seat of justice for Venango County, Pennsylvania, - -	4
Sandy Creek, west side, - - -	10
Scrubgrass Creek, ditto, - -	8
Montgomery Falls - - -	7
[Channel on the left-hand side of a large rock in the middle of the river.]	
Ewalt's defeat - - -	3
[Dangerous rocks, channel east side.]	
Patterson's Falls - - - -	4
Nicholson's Eddy - - -	2
[A strong ripple channel, west side.]	
Stump Creek - - -	8
Parker's Falls - - -	3
[Channel, east side.]	
Catfish Falls - - -	8
[Channel, east side.]	
Red Bank Creek - - -	7
Cumming's Rock - - -	5

	Miles.
[Channel, west side.]	
Mahoning Creek - - - -	2
Sloan's Ferry - - - -	16
Crooked Creek - - - -	6
Nicholson's Falls - - -	3
[Channel, west side.]	
Kittanning - - - -	7
[The seat of justice for Armstrong County, Pennsylvania, 36 miles N. E. of Pittsburgh.]	
Freeport, a village at the mouth of Buffaloe Creek, Owen's Island, -	4
[Channel, west side.]	
Logan's Ferry, mouth of Puckety Creek,	7
Hulland's Island - - -	4
[Channel, east side.]	
Plumb Creek - - - -	8
Sandy Creek - - - -	2
Pine Creek - - - -	6
Wilson's Island - - - -	4
[Channel, east side.]	
Pittsburg - - - - -	1
	218

It will be necessary for the emigrant who comes this route to lay in a short stock of provisions, as he will not find it easy to precure what he may want, except at a very few places.

The Alleghany is certainly to this part of the States a most important river, and is likely, at some future period, to form one of the chief links of communication between the eastern and western States of the Union. It rises in Pather county, Pennsylvania, runs north-west nearly fifty miles into the State of New York, receiving several large branches from that State; after many changes, it assumes a south-west course, and again enters Pennsylvania, where it soon receives Chatauque river, which has its source in the lake of the same name within ten miles of Lake Erie. After receiving this stream, it flows south-west, until it receives French Creek at Franklin. Its next powerful supply is Toby's Creek, which, having run upwards of one hundred miles, joins the Alleghany in Venango county. The next important stream that joins it is the Kiskiminitas river, whose principal branch, the Conemaugh river, rises between the Alleghany mountain and the Chestnut Ridge, the latter of which it pierces in its westward course by a prodigious gap in the mountain, which is visible to an immense distance: great quantities of excellent salt are now transported down these rivers into the Allegheny and thus to Pittsburg. A canal has been projected to unite the waters of Lake Erie with the Allegheny by French Creek. The current of the Allegheny is rapid, but not interrupted by falls. During a fresh, it brings down a most astonishing quantity of timber from its numerous creeks; and after frost, it is dangerous from its floating ice. A bridge is now erecting over it at Pittsburg, where it is about as wide as the Thames at Battersea.

As some emigrants from Europe embark for Maryland or Virginia in preference to the more northern States, with the intention of passing down the Ohio river, they frequently embark upon the Monongahela, to avoid land-carriage as much as possible. I shall therefore proceed to give some account of that river. Baltimore is nearer to Pittsburg by nearly 100 miles than Philadelphia; and 100 miles on American roads cannot be travelled at any time of the year, without great expense and great fatigue. The emigrant is ever anxious to diminish both as much as possible, and therefore strikes to the first water-conveyance he can meet with.

The Monongahela rises in Virginia, as far south as 38° north latitude, and interlocks with the south branch of the Potomac: it flows in the same great valley as the Alleghany, but in a different direction, as they both meet at right angles at Pittsburg. The east branch, called Tiger Valley river, like the Conemaugh, pierces the mountain, after its junction with the western stream, which has run about 130 miles: it forms a fine river; and boats, loaded with flour, constantly descend it to New Orleans. Cheat river, which is also a mountain-stream, rising east of the Chestnut Ridge, joins it just within the State of Pennsylvania. After a north course of about 70 miles, it receives the Youghiogheny, which rises in Maryland, near the north branch of the Potomac. This is the longest branch of the Monongahela: it has a perpendicular fall of twenty feet in passing Chestnut Ridge, at Ohiopyle, a little above the dull town of Connellsville; after a course of about 130 miles, it joins the Monongahela at M‘Kee's Port. The banks of both these rivers are often most beautifully picturesque. The scenery in the vicinity of Brownsville, on the latter, is peculiarly romantic. At Brownsville, boats and stores may be procured cheaper than at Pittsburg; and as this town is situated upon the new state turnpike-road from Washington, federal city, to Wheeling on the Ohio, it is a convenient place for the emigrant to embark, this river having a placid current, after its junction with the Youhiogheny, and in general depth of water quite sufficient for small craft.

From *Clarksburgh*, the capital of Harrison county, Virginia, where it is first navigable for small craft, to

	Miles.
Morgantown, the capital of Monongalia county, Virginia, - -	40
Cheat River, east side, - - -	8
Dunkard's Creek, west side, - -	2
George's Creek, east side, - -	10
Big Whitley Creek, do. - - -	4
Little Whitley, do. - - -	2
Muddy Creek, west side, - -	10
Ten Mile Creek, do. - - -	7
Frederic's Town - - -	1
[Here is a remarkable cavern, called the Panther's Den.]	
Crawford's Ripple - -	4
[Channel middle of the river.]	
Dunlop's Creek - - -	3
Brownsville - - - - -	1

[Brownsville is a flourishing town surrounded by rich and fertile settlements, mills, and manufactories; the population chiefly Quakers: it is in Fayette county, Pennsylvania, 200 miles west of Philadelphia, 35 S. E. of Pittsburg, upon the new state road from Washington city to the State of Ohio. The inhabitants are remarkably industrious and hospitable to strangers. Prodigious quantities of coal are found in all the neighbouring hills; there are some very remarkable ancient carvings in the rocks by the river. A great number of emigrants embark here for the Western States, as there is generally water sufficient from hence to the Ohio for family boats.]

Redstone Creek	1

[A smart ripple channel in the middle of the river.]

Pigeon Creek, west side,	10

[Channel in the middle of the river.]

Opposite the entrance of Pigeon Creek is Williamsport, celebrated for boat-building and its glass-works.

Miles.

M'Farlane's Ferry 9

Elizabeth Town 3

[Ships of considerable burden have been built at this place, and sent down the Ohio.]

M'Kee's Port - - - - 5

[Family boats may be procured here. The Youghiogeny river comes in just above it, and is about 150 yards wide at its mouth.]

Turtle Creek - - - - 5

[At the mouth of this creek is a dangerous ripple: channel, at the head of the ripple, for a short distance near the right side; about the middle, it turns to the left shore, and returns to the right shore near its foot.]

Braddock's Fields, right bank, - - 3

[Here is a ripple: channel on the right side.]

These fields are named from General Braddock's defeat here by the French and Indians in 1755. Braddock's army was completely cut to pieces in a very short time: the General himself was mortally wounded. General Washington was then an aide-de-camp under him, and the

	Miles.
only one not wounded; he signalized himself by bringing off the wretched remains of the army.	
Gordon's Ferry	3
[Channel in the middle]	
Four mile Bar	3½
Channel on the right side down to Pittsburg	4
	147

PITTSBURG.

Any person at all acquainted with geography knows the remarkable situation of this town. Any person residing in the most obscure village of Europe, who has to dispatch a letter to a friend here, need write no other address than the name, and Pittsburg. The letters not called for are advertised monthly, as in general in the United States.

The appearance of this city disappoints most strangers who enter it: there are no elegant public buildings to announce its importance: no towers or spires to please the approaching traveller. There is no good road to it, except the Philadelphia turnpike: and, in the winter, that scarcely destroys the scene; Rolling smoke above and dirt beneath, proclaim it the busy work-shop of the artisan; and its two noble rivers, with the numerous craft upon their banks, exhibit its commercial importance. It is, in fact, the great warehouse of the western States, whose wonderful fertility and rapidly increasing population ensure to this place a continued trade and permanent sources of wealth and consumption. Every facility, therefore, given to land or water conveyance from the sea-coast of the eastern States is adding to the prosperity of this city; and this, though generally felt and acknowledged, does not arouse that public spirit which alone can preserve its superiority, by improving its roads and rivers, and making the most of its very advantageous situation.

Pittsburg is in lat. 40° 36′ north, long. 80° 58′ west—300 miles west by north of Philadelphia; 226 from Washington city, 350 from Lexington, Kentucky; and from New Orleans 1100 by land, and 2000 by water. This city, which in the memory of many persons living was nothing but an isolated garrison, in constant alarm from the neighbouring Indians, now contains upwards of 12,000 inhabitants, many of them living in ease and luxury amidst all the refinements and blandishments of civilized life. The inhabitants are a mixture from all parts of the United States, and from Europe; not a kingdom of which, but may find its representative there; but a large majority, as will be found the case in every flourishing town in the States, are Irish. Where is the country of the earth where these enterprising and much-injured people will not be found? Some of the most active and wealthy citizens of this place left Ireland during the unhappy troubles in that country, whose [illegible] [illegible] [illegible] of independent spirit, or banished them from their native shores.

Pittsburg has one episcopal church, and a great number of churches of different denominations; the presbyterians, however, are the most numerous, and as orthodox as the Kirk of Scotland. Their churches also are very numerous in all the surrounding country. The emigrant, on his arrival at this place, if he intends to descend the Ohio, will have many objects to attend to. If he has brought a waggon and horses up the country, he will have to dispose of them, to purchase a boat, to lay in a stock of provisions for his second voyage, which may be longer than his salt-water voyage in point of time, and, if he chooses, equal in point of extent; as, in ascending the Missouri, he may go up the distance of 4000 miles from hence by fresh water! Many emigrants take their waggons with them in their arks or boats; and by taking off the wheels, the body of the vehicle is made to answer the purpose of a bedstead. A boat sufficient for a family of seven persons may be bought for 90 or 95 dollars: they are flat-bottomed, boarded up on the sides, and roofed to within a few feet of the bow; there will be an additional expense for a cable, pump, and fire-place. With every exertion, they cannot be made to go much faster than the natural current of the river, which, during a flood, will take them at full four miles an hour; but it is exceedingly tedious when the river is low; and against a head wind, no progress can be made at all: it is therefore expedient to take advantage immediately of a rise of water, which, in the spring or fall, is seldom waited for long. It will be necessary for the voyager to lay in a stock of provisions to last during his voyage, otherwise he will be frequently much delayed by going on shore to purchase them. Every boat ought to lie provided with a small skiff or canoe, to send on shore when necessary, and as a preventive in case of accidents. Let him examine minutely his vessel to see that it is properly caulked and pitched; for much damage and danger frequently occur in those frail arks, for want of proper caulking. Some skill is also requisite to land the vessel safely on all occasions, which much facilitates its progress, and prevents many dangers that would arise from grounding on the bars and shoals. [illegible] Hundreds, many thousands and tens of thousands, within a few past years, have embarked from upon this celebrated river with their families, only for the first time in their lives, headed by care, or encouraged by sincere hopes; and many more, to escape from the heavy imposts and illegitimate governments of Europe, will follow their example, compelled by dire necessity to seek in the immense forests of this mighty empire, for those comforts, which a life of labour and constant self-denial cannot procure them in their native land. The emigrant, before he leaves Pittsburgh, will do well to purchase such household utensils of iron or tin-ware, as he may want; all articles of foreign or American manufacture will be found much dearer as he descends the river. He should not fail to bring with him from Europe, a good stock of cutlery, hardware, tools, looking-glasses, ironmongery of all descriptions, pins, needles, tea, silks, crockery, and china, will well pay their carriage. It should be noticed, that the flat-bottomed family-boats, in which most families descend the Ohio, will not do for navigating the Mississippi, nor ascending any of the tributary streams of the Ohio; their construction will not allow of their being worked against the stream. If, therefore, the emigrant wishes to settle on the Mississippi, either above or below the junction of the Ohio with that river, he must embark in a keel-boat, or steam-boat, numbers of which are descending the Ohio, destined for every place of note, at all seasons. If he intends to settle in Ohio, Indiana, Illinois, Kentucky, or Tennessee, he may descend to the nearest point of his intended settlement, and then having sold his boat, look out for some other conveyance; but for persons without families, it is ever the best, for safety, economy, and dispatch, to embark in one of the trading, keel, or steam-boats. The taverns at Pittsburg will be found very uncomfortable homes for a family; it will be therefore adviseable to look out for private lodgings, if the stay be ever so short. There are very few English families in Pittsburg, or its immediate vicinity, not so many as might have been expected from the characteristic manufactures of the place, the staples of which are as follows:— Different branches of the iron trade, particularly casting and nail factories; the nails are cut by machinery with wonderful rapidity; tin-plate workers, glass manufacturers, brewers, bellows-makers, and plane-makers, wire-workers, ship and boat builders. There are generally several steam-boats on the stocks at this place, and they are built of an enormous size, many of them, in length or keel, equal to a ship of 400 or 600 tons burthen. Journeymen in these, and many other useful trades, are almost sure to meet with good wages and full employment. The carrying and commission businesses are carried on here to an amazing extent. Twenty millions of dollars would be esteemed a low estimate for the annual amount of merchandise that passes through this city. Coal abounds in every hill bordering the Ohio, the Allegheny, and the Monongahela, in the vicinity of the place; it is therefore delivered at about four or five cents per bushel. It is noticed, that all the coal strata are perfectly level with each other; they are about 340 feet above the water level of the three rivers.

and lie in an horizontal direction under a stratum of from 60 to 120 feet of incumbent earth; the thickness of the mineral seldom exceeds three feet and a half.

A bridge is now finished over the Monongahela, and one over the Alleghany is building: the width of each river is full a quarter of a mile: the Ohio, at their confluence, about three-quarters of a mile. The lands around Pittsburg are much broken, the soil is loose, and there is but little of the first quality, except along the river-bottoms. The price is from ten to fifty dollars per acre, within ten miles of the city, in proportion to its relative distance and contiguity to the town. The markets, which are twice a week, are well supplied, particularly with beef, pork, and flour, all of excellent quality: beef from four to seven cents per pound; pork from five to eight cents; flour from five to six dollars per barrel, or three to three and a half dollars per cwt. Horticulture is much neglected, consequently vegetables are nowhere sufficiently supplied in any great variety in the United States. Potatoes, however, are plentiful at Pittsburg, and of good quality. Cucumbers are eaten most immoderately by all classes while in season, and when out of season, still appear as a pickle: great varieties of pumpkins, melons, and quashes are brought to market; and the maize, or Indian-corn, which in its green state, is in much repute, and is boiled for the table. There are no nurseries or gardens of any repute about Pittsburg. The pernicious custom of taking green tea for supper, prevails here also; which custom may indeed procure sobriety, as nothing else is drunk in general at supper; yet I cannot but attribute the thin, lank figures, and lean, sallow countenances which are every where met with among the natives to the morning breakfast and evening supper on tea; for though meat and other viands are taken with it, this beverage must, I think, tend to relax the solids, and unfit the frame for exposure to the changes of the atmosphere, and for robust exercises.

Having conducted the emigrant to the head of this noble river, we shall give him a few general directions for sailing down it, and then a list of the islands, ripples, and other places he will pass in descending to the Mississippi. No man should undertake by himself the charge of a family-boat down this river: if his family and his boat be ever usually he cannot with prudence undertake the voyage with no other assistance than women and children can afford him. It is best to be strong-handed, and two families should join, rather than be too weakly manned; for persons quite strange to the way, it is best to go in company with other boats. The best seasons for navigating the stream, are no doubt the spring and fall. The ice generally breaks up by the middle of February; there is then to be expected sufficient water for three months, and often longer. The fall season commences in October, and the river is generally open until the beginning of December. The seasons of high-water, however, are very uncertain, according to the general wetness or dryness of the season. The Allegheny and the Monongahela are frequently too low for family-boats to proceed; but it is a rare occurrence to be in want of sufficient water from Pittsburg; only when the river is very low, the labour is incessant, and the progress becomes exceedingly tedious. I am assured, that [illegible] [illegible] have frequently made the passage from Pittsburg to the mouth of the Ohio in fifteen days, when the water has been high, which is upwards of 1100 miles! A ten days' passage to the falls is esteemed a favourable winds, and in a very low state of the water, it will take double that time. The greatest hindrance is the sinuosity of the river; for if the wind be favourable in one part, the next turn may make it the reverse; and when a strong current meets a strong head-wind, it requires skill and management to prevent being blown on shore. The winds abate usually at sun-set, and, with a good look-out, the river may be navigated by night and with safety, when there is a moon. The greatest danger is to be apprehended when there is floating ice upon the river; for if it be necessary to land, great care must be taken to choose a place where the ice will not strike the vessel, or accumulate against it: the only safe place will be just below some jutting point that throws off the ice to the middle of the river. Be careful not to come to a fallen tree, or to one standing very near the water, as a sudden rise in the night may set all afloat together, and such an appendage may sink your boat. Every vessel ought to be provided with a quantity of oakum, and a caulking-iron: she may perhaps spring a leak at a distance from any place where those articles can be procured: it is best to be provided against all accidents.

On leaving Pittsburg at low water, beware of a bar at the mouth of the Allegheny: before you make the point, keep to the left, pretty near the shore, until you come to Ampillett's Farm at the head of

Brunot's Island, No. 1., one mile long 2

Keep the island to the left hand, taking the chute at its head, close to the right-hand bank: the ripple is narrow, and very rapid; therefore pull for it in time, or there is danger of being thrown on the sand-bar, which extends a good way above the island.

Chartier's Creek: a considerable stream comes in on the left hand, at the foot of the island, which waters a considerable part of Washington county, Pennsylvania: channel close to the island, then to the right, where you receive the Creek.

Neville's Island, No. 2, three miles below No. 1. 6

Opposite a mill, leave a breaker to the right: this island is six miles in length; the channel of the river exceedingly crooked, and requires great care and observation at low-water, as a bar runs nearly across

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* The first figures are the separate distances; the second the whole distance from Pittsburg.

the river, and the head of it must be carefully avoided.

Hog Island, No. 3, joins No. 2, by a bar.

Deadman's Island and Ripple, No. 4, 9 15

A small island, not visible at high water.

Big Sewickly Creek, right side, 2 17

Keep close to the left shore.

Logs Town 1 18

Care is requisite to avoid the collection of old logs here in the river.

Crow's Island, No. 5, divided by a narrow gut, 6 24

Channel close to the island, to avoid Walker's Ripple.

Dutch Run, left side, 1 25

Big Beaver Creek, right side, - 4 29

If you wish to land at the town of Beaver, which is near a mile below the creek, you must row in close below the Beaver bar. Beaver Creek is a fine stream, navigable above its falls 50 miles from its mouth; the falls are about 3 miles in length, and many mills are worked upon them; one branch of this Creek interlocks with French Creek.

Beaver Town 1 30

The seat of justice for Beaver County, a small and scattered settlement,—does not appear to be improving.

Racoon Creek, left side. 2 52

Channel on the right shore.

A small Island, No. 6. 4 56

Channel, left side.

Ditto, No. 7. 3 59

Channel, right side. Here is a powerful chute; keep near the right bank.

Grape Island, No. 8. 2 61

Channel, left side.

George Town, a small village. 1½ 62½

A spring of bituminous oil rises here in the bed of the river, which emits a powerful smell: channel in the middle.

Little Beaver Creek ½ 63

This Creek has upon it a great number of saw and grist mills, forges, and spinning establishments of some Manchester manufacturers. It comes from Columbiana County, Ohio State. The towns of New Lisbon and Salem are upon its banks.

Mill Creek, left side, ½ 63

At this Creek, the line between the State of Pennsylvania and Virginia on the left side, and Pennsylvacia and Ohio on the right bank, crosses the river in a direction north and south; channel in the middle.

Mill Creek Island, No. 9, left side.

Custard's Island, No. 10, left side.

Fawcett's Town 63

A small island No. 10, just below the village; on the right comes in

Little Yellow Creek.

Two miles lower is a sand-bar in the middle of the river; channel on the right.

Baker's island, No. 11, channel on the right.

Big Yellow Creek, right side 7 54

Group of small islands, No. 12. 3 57

Channel changes from the right to the middle, and returns to the right.

Tomlin's islands, No. 13, 2 59

On the right and left are sand-bars; steer between them.

Black Horse Tavern, left side, 3 62

Brown's island, No. 14, 4 66

On the right a mill-dam: channel to the left shore; a ripple at the foot; a large creek comes in on the right.

Will's Creek, right side, 5 71

Thence to the next creek, keep the middle of the river, as there are numerous rocks. Salt, of which there is an incrustation upon some rocks, is collected here, but not in any quantity.

Harmon's Creek, left side 1 72

Here is a great warehouse at Holliday's Cove for the delivery of flour to vessels in the river.

Steubenville, State of Ohio 1 73

This neat and flourishing town is delightfully situated to the right, on a rich soil, and wide river-bottom: population about 4000, and rapidly increasing.

Stephenville.

This town has a woollen-manufactory, worked by steam. The cloths made here are in great repute: here are also cotton and nail manufactories: great quantities of flour are sent from hence to New Orleans: coal abounds in every hill: by land from Pittsburg 38 miles. The country in this neighbourhood is very pleasant and remarkably healthy. The author of this work prefers the climate here to that of Great Britain; and, after a twelve month's residence, finds his general health better than ever it was in his native country. There is undoubtedly as much rain, but less fog. A run one mile below the town, right side, below which is a bad ripple: channel to the right shore.

Mingo Island, No. 16., - 2 75

Channel on the right side.

Indian Cross Creek, right side,
Virginia Cross Creek, left side: opposite each other.

Keep close to the right shore to

Wellsburgh, - 4 79

In Brook county, Virginia: has a handsome elevation from the river: many people embark here, as boats are built of all descriptions: from Pittsburg 50 miles, by Washington and Middletown: great quantities of flour transported from hence down the river. Buffaloe Creek falls in here: channel left shore.

Warren, a village of Jefferson county, Ohio, - - - - 8 87

Is situated at the mouth of Indian Short Creek, where is a ferry across the river for waggons, &c.; opposite is Virginia Short Creek; below the creeks, a ripple: channel on the left shore.

Pike Island, No. 16, - - 4 91

Channel on the right side.

Twin Islands, No. 17.

Channel, right side; 2 miles farther

Glenn's Run.

Channel opposite the run.

Wheeling Island, No. 18, - 6 96

This island is one mile in length, which forms a fine farm; channel left side; opposite the middle of the island is

Wheeling Creek, and also, the busy town of Wheeling.

The seat of justice for Ohio county, Virginia, 48 miles S. W. of Pittsburg: here is an astonishing thoroughfare for travellers and emigrants into the State of Ohio, and ilies down the river, as it is the principal place of embarkation upon the river next to Pittsburg: boats can descend from hence at any season of the year: travellers from Maryland and Virginia, find this their best port. Boats and provisions can be had without any delay: mail twice a week from Philadelphia: across the river is a chain to assist the passage of the ferry-boats; take care of it as you descend.

Bogg's Island, No. 19, - - 2 98

Channel, left side.

Mahon's Creek, ditto, - - 2 100

Little Grave Creek - - 8 108

A large bar half across the river: the best channel between it and the right shore. Some remarkable Indian antiquities gave the name to this Creek. America, as well as Great Britain, has her tumuli: here is one nearly 300 yards in circumference, 40 at its apex; the whole now covered with aged trees of many kinds; several lesser mounds surround this large one, whose perpendicular elevation is 75 feet, the sides very steep; it has never been perforated to any extent; large trees grow from it. These tumuli are very common in the western country. This simple and effectual method of affection and commemoration seems [illegible] been almost universal among what we now term barbarous nations. Half a mile [illegible]

Big Grave Creek, left side.

Captina Island, No. 20. 9 118

Here is a critical passage to observe, owing to drift wood and the crossings of the channel, which, at low-water, requires minute observation: in very low water you must take the left side; but if the river be ever so little swoln, the right is the safest.

Captina Creek, right side.

Fish Creek Island, No. 21. 6 123

Channel, right side.

Willow Island, No. 22.

Channel, near the left shore.

Sunfish Creek, right side, 6 128

Opossum Creek, right side, 2 130

Proctor's Run 2 132

Below it a sand-bar: keep the bar a little to the left.

Fishing Creek, left side, 5 137

The river very circuitous until you make

Long Reach 5 142

This reach is full 16 miles in length; within it are five islands.

Peyton's Island, No. 23.

Williamson's Island, No. 24.

Pursley's Island, No. 25.

Wilson's Island, No. 26.

Grand View Island, No. 27.

Channel on the right of them all.

End of Long Reach 16 158

[illegible] Island, No. 28.

Batt's Island, No. 29. 4 162

Channel, right side.

Middle Island, No. 30.

Two miles in length: channel, right side.

French Creek, right side.

Three Brother's Island, Nos. 31, 32, 33. 8 170

Channel on the right.

Bull Creek - - 4 174

Channel near the right shore, for 2 miles.

Little Muskingum River, enters on the right, - 5 179

Duval's Island.

Channel on the right.

Muskingum River, right side, 4 183

About 250 yards wide at its mouth; it is navigable above 100 miles up for large boats, and much farther for small craft: a very short portage communicates with Cuyahoga River, which falls into Lake Erie: celebrated salt-springs near the river, about 60 miles from its mouth. The town of Marietta stands well at the entrance of this gentle river, which is become a place of very considerable trade, particularly in ship and boat building; it is the seat of justice for

Washington county, Ohio: 146 miles S. W. of Pittsburg. The town is subject to inundations. Fifty miles up this river is Zanesville, the seat of justice for Muskingum county; it is now the seat of government also of the State of Ohio, a great thoroughfare and thriving settlement.

Mill Creek, right side, 1 184

Muskingum Island, No. 35, 2 186

Channel on the right.

Second Island, No. 36, 4 190

Keep the left side: just below it is the village of Vienna.

Jones's Island, No. 37, - - 3 193

Near 2 miles in length: channel on the right; close below it comes in

Congress Creek.

Little Kenhawa River, left side, - 4 197

This is a considerable stream, and rises in that part of the Chestnut ridge called Cumberland Mountain. Parkersburg, Wood County, is at the mouth of the river.

Blannerhasset's Island, No. 38, - 2 199

Two miles in length: channel on the right.

Little Hockhocking river enters on the right, - 5 204

Newbury Island, No. 39, - - 2 206

Channel on the right.

Mustapha's Island, No. 40, - 2 208

Keep well to the right, to avoid a sand-bar.

Great Hockhocking River, right side, 9 210

Navigable 70 miles, a river of Ohio State. New Lancaster (Fairfield county, Ohio) is near the head of this river. Athens, the seat of justice for Athens county, is also upon this stream. Troy Town at its mouth.

Lee's Creek, left side, 4 214

Belleville Island, No. 41. 3 217

Channel on the right.

Pond Creek, on the left, 2 219

Shade River, right side, 2 221

There are rocks at the mouth of this river, which require careful observation.

Ambers Island, No. 42., - - 6 227

Channel on the right; very narrow and rapid about one mile: just below the island, a ledge of rocks on the same side. Opposite the island, comes in

Little Sandy Creek.

Big Sandy Creek, left side, - 8 235

The river here is very rocky and narrow; the channel frequently changing from one side to the other.

Old Town Creek, - 3 238

Goose island, No. 43., channel on the right.

Great Mill Creek, left side, - 6 244

Two small Islands, Nos. 44, 45.

Channel, right shore. The river here makes a great bend to the right, to Letart's

Rapids; the right track is close to the right [illegible] of this segment will at these times [illegible] a rapid [illegible], till past the [illegible] of island. Here is a machine for towing boats up the rapids. 5 249

Indian Antiquities 5 254

These consist of a series of rude carvings in the solid rock, which is here almost perpendicular. The only figure remaining perfect is that of a man sitting and smoking after the Indian manner. It is very dangerous landing here, except with small craft.

West Creek, left side, 2 256

Hill Creek, left side, 7 263

Leading Creek, right side, 7 270

Ten Mile Creek, ditto, 3 273

Island, No. 46., 2 275

Channel on the right.

Six Mile Island, No. 47., ditto.

Very high rocks, nearly perpendicular, hang over the river here for a considerable distance: the waters very deep.

Campaign Creek, right side, 4 279

Great Kenhawa River, left side, 4 283

This is a large river of the State of Virginia. The head-waters of this river are not far distant from James River, which falls into the Hampton Roads, on the Virgyptian coast. It has been called the Little Ohio, from the similar features of their bankscenery. It rises in North Carolina, 36° 17' latitude: 40 miles from its source enters Virginia, runs 60 miles to Inglesville, there passes obliquely the Allegheny mountains, and enters Cumberland Valley, where, after meandering 70 miles, it receives Green Briar River, which has run from its source in Green Briar Valley, 100 miles; after this accession the Kenhawa flows northward 80 miles, and passes Cumberland Mountain by several falls; there it is 300 yards wide; after 100 miles from thence, of a very serpentine course, it enters the Ohio with a breadth of 400 yards. Very valuable salt-works are established a little below the falls of this river. This salt is made from water, brought up by means of boring, from a great depth: 100 gallons will yield a bushel of salt. Elk River rises near the sources of the Monongahela, and joins the Kenhawa at Charleston. A memorial has been presented to Congress, stating the facility of uniting the waters of the Chesapeake with the Gulf of Mexico, by the streams of James-River and the Kenhawa, with the assistance of a portage of only 30 miles.

Point Pleasant, is a small town just above the confluence of the rivers; the seat of justice for Mason county, Virginia; the river winds to the right from the point.

Gallipolis Island, No. 48, - - 3 286

Channel left side.

Gallipolis, the seat of justice for Gallia county, Ohio, is a little below the island, - 1 287

This place was first settled by French families; but their titles proving bad, but few of them remain; 68 miles from hence to Chillicothe.

Small Island, No. 49, - - 5 292

Channel, left shore.

Raccoon Creek, right side, - 2 294

Meridian Creek, left shore, - 8 302

Eighteen Mile Creek, right side,

Swan Creek, right side, - - 4 306

Little Guyandot Creek, left side, - 1 307

Six miles below this creek is a very bad ripple; channel one third over from the left shore.

Federal Creek, right side, - - 7 314

Nine Mile Creek, left side, - - 5 319

Seven Mile Creek, ditto, - - 2 321

Big Guyandot River, left side, 80 yards wide at its mouth.

Let the stranger beware here of a very bad ripple: when off the Guyandot, steer andderably to the opposite side; the ripple terminates to a Creek, called Indian Guyandot, right side; just below the Guyandot, the river turns S. W. and presents a beautiful river-view of nearly 10 miles; the settlements on the banks numerous and flourishing.

Buffaloe Creek, right side, - - 6 333

Ten Pole Creek, left side, - - 1 334

Twelve Pole Creek, left side, - 1 335

This is a considerable stream.

Great Sandy River, left side, - 6 341

This river divides Virginia and Kentucky: it is navigable to the Ouasito mountain, and passes through one range of the Cumberland mountains. The evergreen reed, called the Carolina cane, grows in abundance on its banks: its course west by north; length about 100 miles. In this vicinity there are some beautiful views upon the river that cannot fail to gratify the traveller of taste, but in a work of this kind, we cannot spare room to describe them. The outlines of nature's picturesque scenery here are all grand and majestic.

Hood's Creek, left side, - - 5 346

Ice Creek, right side, - - 4 350

Storer's Creek, ditto - - 4 354

Ferguson's Bar - - - 4 358

From this bar the river is wide and very shallow, till you approach

Little Sandy Creek, left side, 6 364

Greenupsburgh, the capital of Greenup county, is just above the Creek.

Pine Creek, right side, 11 375

Little Scioto River, right side, 5 380

A dangerous ledge of rocks runs out here half-way across the river; keep the left shore for a mile above the river Scioto, until you pass the rocks; a little below the river is another bar, which requires steady sailing on the left shore.

Tyger's Creek, left side, 6 386

Big Scioto River, 4 390

This river has its source in the State of Indiana; it interlocks with the sources of Sandusky River of Lake Erie, also with those of the Great Miami, and Maumee. Whetstone River, its north-west branch, unites with the Scioto at Columbus, the capital of the State of Ohio; it then flows south through the counties of Franklin, Pickaway, Ross, Pike, and Scioto, and joins the Ohio at the town of Portsmouth. It is navigable about 200 miles; its prairies are extensive and fertile; its current rapid, frequently inundating the lands on its banks; at its source the country is a morass;

in the middle, level, with a deep fertile soil; towards its mouth, very broken and hilly. The most populous town upon its banks is *Chilicothe* (an Indian name for *town*) situated 70 miles up the river, upon a fine elevated plain and dry gravelly soil. The town is well planned, healthy and improving: just below the mouth of the river is the town of Alexandria, upon a beautiful commanding situation. Portsmouth and Alexandria are on the opposite sides of the Sciota, at its junction with the Ohio. No towns upon the river have a finer aspect.

Turkey Creek, left side, - 5 395
Conoconneque Creek, left side, 9 404

The channel here is perplexing, often crossing the river, and, at low water, requires great attention.

Twin Creeks, right side, - 8 412
Salt Creek, left side.

Salt furnaces at the mouth of this creek, where much business is done without the assistance of excitement: the place is named Vanceville.

Quick's Run, left side, - 3 415

Channel close in with left shore. River half a mile wide.

Wilson's Island, No. 51.

Channel pretty equal; the best, at low

water, on the left side; opposite the island is the town of Adamsville.

Sycamore Creek, left side.

William Walker's Island, No. 32, - 6 428

Joseph Walker's Island, No. 33, - - 0 428

Nearly abreast of each other: channel on the left side of both; no passage between the islands at low water. No. 32. is one mile in length, the other much shorter. The town of Manchester, in Adams' county, Ohio, is opposite the islands.

Crooked Creek, left side, - - 5 433

Cabin Creek, ditto, - - 2 435

William Brookes' Creek, ditto, - - 3 438

A sand-bar on the left shore,

The town of Liberty, left side.

Limestone Creek, and Town of Maysville - - - 3 441

This is the most noted landing-place upon the Ohio river: many wealthy commission-merchants reside here; and there are many extensive warehouses. The town is on the west side of the creek in Mason county, Kentucky. Large vessels are built here, and taken down the Mississippi. Great quantities of Kentucky produce are shipped from hence to Pittsburg, particularly tobacco and cordage.

Eagle Creek, right side, - - 10 451

This is a very considerable stream of water from Highland county, Ohio.

Straight Creek, right side,	6	457
White Oak Creek, right side, is a large creek.		
Bracken Creek, left side,	4	461
Augusta, town of,	1	462

A handsome settlement; is the seat of justice for Bracken county, Kentucky: many fine farms on the banks in its vicinity.

Bullskin Creek, right side,	6	468

A little below it, a bad sand-bar; channel near the right shore.

Bear Creek, right side,	9	477
Big Indian Creek, ditto,	4	481
Little Indian Creek	2	483
Goose Creek, right side,	4	487
Muddy Creek, ditto,	5	492
Little Miami River, right side	13	505

70 yards wide, about 130 miles in length, an excellent mill-stream: it waters the counties of Warren, Hamilton, and Clermont in Ohio; has some celebrated chalybeate springs near its head, strongly impregnated with iron: current very rapid.

Crawfish Creek, right side,	3	508
Deer Creek, right side,	4	512
Licking River, left side,	1	513

A considerable river of Kentucky, navigable 70 miles: just above the mouth of the river stands the town of Newport: there is an arsenal for the government, fronting the river, and extensive barracks for several companies: opposite the mouth of the Licking is the celebrated town of Cincinnati. Within the memory of many persons now living, the site of this town was all forest, the first house being built in the year 1780: it is healthy and very convenient, and sufficiently elevated above the river to escape inundation. No town in America has improved more rapidly than this: it contains many handsome public and private buildings, and about 10,000 inhabitants: it now rivals Pittsburg in the commerce of this great river; and from the cleanliness of its appearance, and the general character of its inhabitants, is preferred by most Europeans to any town west of the mountains. Twenty-five miles north of this place is Hamilton, the seat of justice for Butler county, Ohio. — Columbus, the capital of Ohio, is 115 miles north-east from Cincinnati.

Mill Creek, right side, -	3	515
A large sand-bar -	4	519

A safe channel may be found close to the right shore.

Great North Bend -	15	534

About the middle is a small town, called Cleves: it is one mile across from Cleves to the mouth of the great Miami River.

Miami River rises in the Indian country: its two chief branches unite in Miami county; it then flows through Montgomery, Butler, and Hamilton counties in a south-west direction, until its junction with the Ohio in 39° 4′ north latitude, 7° 35′ west longitude from Washington federal city. Its length 130 miles: its principal branches, the White Water and Mad River: its current is extremely rapid, rushing from the high table land in the centre of Ohio State. With this river ends the State of Ohio, the mouth of it forming the dividing line between that State and Indiana, thence due north to 41° 40′ north latitude: at the mouth of the river is a sand-bar: channel on the left shore.

Laurenceburgh - - - - - 3 549

A small town on the right bank.

Laughrey's Creek, right side, - - - 8 551

Grape Island, No. 64, - - - - 4 555

One mile long: channel left shore.

Chamber's Bar - - - - - 4 559

A strong ripple channel close to the right shore under a very high bank.

Gunpowder Creek, left side.

Big Bone Lick Creek - - 13 572

Bones of different animals, all of an enormous size, have been dug up here; some of them of the mastodon or mammoth, others of a nondescript: grinders of the gramnivorous as well as the carnivorous kind, equally large; in the whole, about five tons weight have been taken up.—See Jefferson's Notes on Virginia.—The river here, for many miles, has a smooth unbroken water.

Smooth-Willow Island, No. 55, - - 21 593

Channel, left side.

Nine-Mile Island, No. 56, - - 12 605

Keep the left shore.

A large sand-bar - - - 5 610

Channel, right shore.

Kentucky River.

This river, which is about 200 miles in length, waters the most fertile part of the State to which it gives a name: it heads in the Cumberland mountains. Frankfort, the capital of the State, is on its banks: the river is navigable from hence to its mouth, where stands the small town of

Port William - - - - 7 617

Little Kentucky river - - 1 618

There is a harbour in the mouth of this river, which is safe, unless during a fresh; it is a considerable stream.

Sand-bar - - - - - 4 622

Channel, close on the right shore.

Madison 629

The county town of Madison county, Indiana State, is on the right bank: the scenery in this place is highly romantic: the country in general well settled, and the river free from obstructions or islands, down to

West Port 43 672

On the left side, the river just below it enters Eighteen-Mile Creek on the same side.

Eighteen-Mile Island, No. 57., . . 3 675

Channel, right side.

Ludlow's Island, No. 58., . . 7 682

Channel, right side.

Six-Mile Island, No. 59., . . 6 688

Goose Island, No. 60.

Channel, between the islands: just opposite the latter enters Goose Creek.

Sand-bar 4 692

Channel to the right: if you wish to land at Jeffersonville, keep close to the shore at the upper end of the town. You may get pilots here to conduct you over the rapids, which are just below you, or you may pass the Indian chute, and land at

Bear-Grass Creek . . . 6 698

This creek enters in a bend of the river, just above the rapids, and is one of the best harbours on the Ohio, as it is completely sheltered from ice and winds. It is, at the lowest water, full 10 feet deep, to Corn Island, No. 61. It is the proper landing-place of

Louisville.

You pay two dollars for a pilot at each place; but unless you have business at Louisville, it is better to take a pilot at Jeffersonville; as, from the mouth of the Creek, the boat must be taken up half a mile, to get into the Indian chute, which is generally preferred, unless the water should be very low. No stranger ought to attempt to navigate his boat over these celebrated falls, as it is impossible to give him such instructions as he could leisurely attend to in his rapid descent, or recollect in his peculiarly novel situation. Experienced pilots can be had at a moment's call; and there is a rivalship, in the two towns, that adds to the safety of the traveller. These falls are occasioned by a ledge of rocks which run quite across the river: they cannot be seen in high freshes: the vessel is taken over them at the rate of 13 miles per hour: the passage is the most dangerous at low-water, when the *Indian chute* to the right of

Goose Island, No. 62., is not passable. The middle *chute*, between Goose Island and Rock Island, No. 63., is safest when the water is above the middle stage: the *Kentucky chute* is safe only in high-water.

Sandy Island, No. 64., may be passed on the right in high-water only. The descent of the river is 22 feet in two miles: the river is contracted from nearly a mile in breadth, to 250 yards at low-water.

Louisville stands on the Kentucky side, on a considerable elevation: the river, opposite the town, is above a mile in width: it is the second town in Kentucky in point of population and wealth: it carries on an extensive and increasing commerce with Natches, New Orleans, and St. Louis, chiefly by means of steam-boats. The first settlement made here was in 1778.

Jeffersonville, on the opposite side, is of more recent origin: it is the seat of justice for Clarke's county, Indiana. The town was laid out in 1802, and has increased very rapidly. The situation is, perhaps, better chosen than any upon the Ohio River for a populous town. The bank is very high, and around the town is a most fertile level country. The depth of water is sufficient, at all seasons, for vessels of any burden. It is in contemplation to cut a canal to pass the rapids, and thus remove the only existing impediment to navigation between the sources of the Allegheny and the Monongahela and the mouth of the Mississippi. At the foot of the falls is the town of Shippingport, where many vessels are built for the trade of the river and the Mississippi.

Salt River, left side - - [illegible] 719

A considerable river of Kentucky. There are a number of salt licks upon this river, whence it has its name: it is navigable about 60 miles; at its mouth, about 150 yards in width.

Otter Creek, left side, - - 8 727

Doe Run, ditto, - - 8 735

Falling Spring, ditto, - - 5 740

French Creek, ditto, - - 8 748

Buck Creek, right side, - - 10 758

Windog Creek, ditto, - - 6 764

Two small islands, No. 65, 66, are opposite the mouth of this creek; the channel past the first on the left, and the second on the right side.

Big Blue River, right side, - - 17 781

A long crooked river of Indiana, heading near White River, a branch of the Wabash.

[illegible]'s Creek, nearly opposite Helm's Creek, left side, . . 10 791

Little Yellow Creek, ditto, . 10 801

Harden's Creek, ditto, . 6 807

A branch of this is a subterraneous stream for several miles, and thence called Sinking Creek.

Flint Island, No. 67., . 2 809

The channel of the river is here very difficult, from a large bar just below the island. Keep close to the island on the left; after passing it, pull out strongly to the right shore. Many large vessels have grounded here for want of precaution.

Clover Creek, left side, . . 10 819

Deer Creek, right side, . . 6 825

A little below this Creek are some dangerous rocks: keep them on the right hand.

Anderson's River, right side, . 15 840

A pleasant stream of Indiana; but very few settlements on its banks.

Blackford Creek, left side, . 15 855

The cane begins now to appear on the banks.

Hanging Rock . . 2 857

This extraordinary rock presents a perpendicular front 100 feet high, from the water's edge; here terminate the river hills, and the country becomes flat on every side, yet still covered with impenetrable forests, only where the woodman's axe has bared a few solitary settlements.

Two Nameless Islands, Nos. 68, 69, 7 864

Both on the right shore; the latter three miles in length; channel on the left.

Island, No. 70, - - - 8 872

Channel, right side.

Islands, Nos. 71, 72, - - 5 877

Channel to the left of both.

French Island, No. 73, - - 7 884

Channel, left side.

Three-Mile Island, No. 74, - 20 904

Green River, left side, - - 10 914

This valuable river of Kentucky rises in the middle of the State, runs west 120 miles, and receives a large branch from the south, then 100 miles in a north-west direction, and enters the Ohio with a breadth of 200 yards. On the banks of this river are fed innumerable herds of hogs; grapes also grow in most luxuriant profusion. Saltpetre is collected in great quantities in the natural caves of this country, which are very numerous.

Green-River Islands, Nos. 75, 76.

The first is about six miles in length; the channel is to the left of both: the river here makes a great bend to the north-west to

Pigeon Creek, right side, - - 10 924

Hendersonville, 14 939

After sailing the last 35 miles, you are again within five miles of Green River. This town is the seat of justice for Henderson county, Kentucky.

Red Bank Island, No. 77., 9 948

The channel is near the left shore. Here begins a sand-bar which is two miles in length; continue pretty near the left bank, until you pass it: from this place the river makes a great bend to the right again for 16 miles, and returns to the same place, within a little more than a mile.

Diamond Island, No. 78., 12 954

Channel, right side. This is a very broad fine island, about five miles in length: the Ohio is here a great breadth, and pretty equally divided by the island; two miles below it is a large bar; channel, left shore.

Straight Island, No. 79., 10 964

Channel, right side.

Slim Island, No. 80., 10 974

Willow Island and Bar, No. 81., 3 977

Channel, left side: keep near the left shore to avoid some jutting rocks, that impede the navigation on the right.

Highland Creek, left side, 5 982

Good farms here on both sides the river.

Wabash Island, No. 82., - - 7 989

Wabash River, right side, ... 8 959
Here terminates the State of Indiana, and the Illinois begins. In old maps, the Ohio is called the Wabash, below their junction, as it was then considered the principal stream. It was through this river that the French from Canada first discovered the Ohio: the entire length of this stream is supposed to be near 400 miles; but as it heads in the Indian country, its sources are but little known. It rises near Fort Wayne, and flows out the west through Indiana to its west boundary, where it turns to the south-west, until its junction with the Ohio. White River, the eastern branch of the Wabash, is a considerable river, and flows through the length of Indiana, and from the Indian boundary line is a fine navigable stream near 200 miles above its junction with the Wabash. The Wabash abounds in fish, and its hills with coal: there are numerous natural meadows or prairies along its banks, which afford excellent ranges for cattle. Emigrants proceeding to the English settlement, commenced by Mr. Birkbeck, should ascend this stream to the mouth of Bon pas Creek. A short portage connects this stream with the Miami of Lake Erie. The Wabash has a gra-

the current without any falls, or any considerable rapids; and is at its mouth 400 yards wide. The banks of the Ohio, below the Wabash, bear a resemblance to the Mississippi banks below the Missouri. The settlements are thinly confined to the alluvial border of the rivers; the soil, like all alluvial land, is extremely fertile, and where the elevation is sufficient for agriculture, a good deal occupied.

Brown's Island, No. 65, 8 995

Channel, left side.

Shawnee Town, right side, 7 1002

This town formerly was a settlement of the Shawanee Indians; it is fatal to the prosperity of this place, that during high freshes of the river it is subject to inundations. The salt-works belonging to the government of the United States are near this town.

Ludlow's Island, No. 66, 4 1006

Channel, right side.

Cullis Island, No. 67, 3 1009

Channel, right side.

Saline River, right side, 1 1010

The salt-works mentioned above are about 12 miles up this river, and are computed to yield annually above [illegible] bushels. Curious fragments of ancient pottery are found in great abundance upon this stream: specimens of it may be seen at Peale's Museum, Philadelphia.

Rock Bar, 3 1013

This bar requires caution; it is high and broad: the channel at low water is very near the left bank. A battery of a quarter of a mile in length is situated upon a rock 100 feet high, just below this bar.

Horse's Island, No. 66, 2 1015

Channel, left side.

Cave Island, No. 67, 7 1022

Channel, right side.

Cave in the Rock, 1 1023

Here is a magnificent work of nature that must challenge the admiration of every one who beholds it: for about half a mile on the approach to this singular cave, there is a perpendicular wall of rock on the right, of about 120 feet high, the summit overhung with cedars. This rock has a smooth surface, and is composed of limestone in horizontal strata: the mouth of the cave is 60 feet wide, its base a little above high water, forming an arch of 25 feet in height: it is open and high for above 100 feet within, then suddenly contracts to a point. Many emigrant families make a stay here for a short period, and find it a good shelter. It is about 100 miles from hence to Kaskaskia, on the Mississippi. There are two difficult bars in the river a little below this place, the first, one mile and a half, called Hurricane Bar; the second, Walker's Bar: the river is about 1000 yards in width, and you must keep near the left shore for two miles, leaving the first bar on your right, then cross to the right shore round the point of Walker's Bar, and make the left shore again. In low-water, you cannot go to the right of Hurricane Island, and you must look out well to prevent your vessel from grounding on the head of the island. At low-water it is best for strangers to procure a pilot in this dangerous navigation, as there is one who resides just below the cave, on the right bank.

Hurricane Island, No. 88., - 5 1028

This island in a few years will be no more seen; it is washing away very fast at its head; it is about three miles in length; three miles below it is another bar, to be kept on your left, and three miles farther another, with the channel on the right also.

Grand Pierre Creek, right side, - 10 1038

First of Three Sisters, No. 89., 2 1040

Channel, right side.

This island is in the middle of the river; but the best channel is on the right; at Lusk's Ferry, just below it, the road crosses from Kentucky to St. Louis, on the Mississippi.

Second of Three Sisters, No. 90, - 6 1044

A good look-out is requisite here; there is a large sand-bar just at its head, which keeps you near the right shore; but you must cross suddenly with the chute to the head of the island, leaving it on your right; the channel is crooked but improving fast, as the head of the island is bluff and fast wearing away. There is a continuation of several bars to the

Third Sister, No. 91, - 2 1046

Which you must keep on your right hand, and coast along the left shore till you leave the island.

Stewart's Island, No. 92, - 7 1053

Channel, right side.

First Cumberland Island, No. 93, - 3 1056

Channel, left side.

Big Cumberland Island, No. 94.

This is a long island extending below Cumberland River, which it conceals from the view, as it is safest to take the right-hand channel.

Cumberland River, - 4 1060

There is a small town at the mouth of

the river, well situated to secure the export and import trade of this part of the country. This river is navigable to Nashville, in the State of Tennessee, about 140 miles from its mouth; it rises in Cumberland mountain, flows in a westerly direction 200 miles, enters the State of Tennessee, and by a very serpentine course of 190 miles reaches Nashville; it then assumes a north-west course for 190 miles, to its junction with the Ohio: its principal branches are the Cany Fork, Stone's River, Obed's River, and Red River, all of them navigable to considerable distances for small craft: the principal towns on its banks are Eddyville, Palmira, Clarksville, and Nashville; the last-mentioned town has a very considerable trade on the river, which is navigable to the place for large steam-boats.

Smithland, - - 3 1068

Between this settlement and Tennessee River are two bars, which are easily seen and avoided: the first is five miles below this place, the second seven miles.

Tennessee River, - - 10 1078

This is the last, the longest, and the most important tributary stream of the Ohio River; this river alone deserves a volume to be written upon its tributary streams, and the fertile valleys through which they flow. An American writer says, that the “Tennessee is as celebrated for its fish as for the cackling turkey, the leaping deer, the drumming pheasant, and the whistling quail or partridge; all of whose flesh is as common on the table of a Tennessean, as a potatoe to an Irishman, a herring to a Scotchman, pudding to an Englishman, soupmaigre to a Frenchman, or rice and gumbo to a Mississippi Creole.” The Tennessee, by its extreme north-east source, rises in Wythe county, Virginia: its southern branch is in Georgia, and its sources extend through two degrees of latitude, by various names. At Kingston they form the Tennessee River: below this place, the river flows without any very considerable accession for 200 miles to the Muscle Shoals: at these shoals it receives the Elk River, a stream 150 miles in length, heading in Cumberland mountain. Duck and Buffaloe Rivers have the same source, and after their union enter the Tennessee, in north latitude 35°: from the Muscle Shoals to the Ohio is about 300 miles: its whole length in its meanderings is computed at 900 miles: at the Muscle Shoals, the river is from 2 to 3 miles wide: the channel much obstructed with many islands, shoals, and drift-wood: several of its tributary rivers waters the country of the Cherokee Indians, particularly the Hiwassee branch, or Cherokee river. A considerable branch of this river, called the Occochappo River, heads within a few miles of the Mobile River. If an easy portage could be formed here, the Tennesseeans might save 1000 miles in sending their surplus produce to the ocean by the Mobile river. The source of the Tennessee is in the same latitude with its mouth, 37° 11' north; yet at the great bend we find it in 34° 40', making a curve of 170 miles, from a straight line drawn from its source to its mouth: at its entrance to the Ohio, it is about 600 yards in width. The principal town upon the river is Knoxville, the capital of Knox county, 700 miles S. W. of Philadelphia. There is an island just at the mouth of the Tennessee, No. 50; but the bar at its foot must be kept on the left.

Fort Massac, right side, 11 1005

From this fort, which is well situated upon a high and dry bank, there is a beautiful view of the river, quite to the mouth of the Tennessee, and about five miles downwards. The French had a fort here, bearing the same name; a little above the fort is a sand-bar: the channel is near the middle of the river.

Ammit Sand-Bar, 6 1090

Channel on the right.

Chain of Rocks, 6 1096

Channel near the middle.

Wilkinsonville, right side, 6 1102

This town is quite gone to decay.

Big Chain of Rocks, 3 1105

Keep one-third of the river from the left shore until past the two last in the middle of the river; then cross to the right shore, to avoid a sand-bar lying to your left; you now approach the last island in this river, No. 96, called

Cash Island, 9 1114

Channel between the island and a sand-bar on the right shore.

Cash River, right side, 2 1116

There is a considerable settlement at the mouth of this river, and a tolerable harbour for boats.

Mouth of the Ohio, 6 1122

A good landing may be effected on the right, at the highest point of the land, just above the Willow Point, which puts out between these mighty rivers at their junction; a little higher up, the right bank of the Ohio is falling in very fast. The land at this point, at the highest floods, is overflowed as much as 17 feet, which effectually prevents any settlement within sight of this most in-

interesting spot where two of the greatest streams in the world run together, and mix their mighty waters. When the Ohio river is the highest, the vessels descending it are forced half-way across the Mississippi. When the latter is the highest, it is very difficult to get into its current, as the Ohio is backed up for many miles. The Ohio enters the Mississippi in a south-east direction, and is thus hurried on to every point of the compass at a more rapid rate than in its own proper stream. As but very few emigrants choose to navigate their own boats upon the Mississippi, where there is such opportunity of sailing in keel or steam boats, I shall only give a table of distances in this river, &c.

This magnificent stream, the mother of waters, as its name signifies, rises in Bear Lake, lat. 48° 10' N., long. [illegible] W. Above the falls of St. Antony, it loses its name, and under that of the Blue River, is navigable about 800 miles, making the entire distance from the mouth of the Mississippi 2330 miles. The following rivers enter it on its eastern side, above the mouth of the Missouri river:—St. Croix, about 90 miles below the falls; this river is navigable 200 miles: sixty miles below this river, comes in Sotoux River, navigable 80 [illegible] 40 miles further down, Buffaloe River, navigable 100 miles; 65 miles further down is Black River, navigable about 100 miles; 180 miles below, come in the Ouisconsing River, navigable 900 miles; 100 miles lower, which [illegible] the [illegible] side, Rock River, navigable 60 miles; 230 miles below which the Illinois River appears, which is navigable 400 miles, 400 yards wide at its mouth. Chicago River, which forms [illegible] by Lake Michigan, heads so near the Illinois, that a portage of two or three miles connects them, and thus is formed a communication between New York and all the Eastern States with New Orleans and all the Western, affording a fresh-water conveyance of near 3000 miles with only 22 miles land-carriage. Twenty-five miles below the Illinois, the Missouri and the Mississippi unite. There is nowhere upon the earth such a union of two capacious rivers at so great a distance from salt water and from the sources of fresh water. According to the narrative of Lewis and Clarke, the Missouri, at its entrance, has run 3096 miles; but for 2000 miles it is certain that its course is unbroken by falls or rapids; therefore it is the principal river and ought to have retained its name to the ocean. The [illegible]

Mississippi, below the Missouri, is always muddy, and assumes the character of the latter river: it has about 15 feet water, on the average, to the mouth of the Ohio, and is about a mile in width. Its channel is very crooked, and the current so strong, that a good wind alone will not impel a vessel upwards. Keel-boats, with the assistance of poles and oars, may ascend the headlong powerful stream in the best ordinary time. The inundations of this river extend farther on the western than on its eastern side, in some places extending to 60 miles from its banks. Above the Missouri, the water is as clear as that of the Ohio, and as gentle in its current; below the junction, the current increases to four miles per hour. Fifteen miles below the Missouri, on the west bank of the Mississippi, and nearly in the centre of the United States, since the accession of Louisiana, stands St. Louis (would it had a better name!). This place is now rapidly increasing in trade, wealth, and consequence: at present the fur-traders of the Missouri and Mississippi centre here, and it is the metropolis of a very extensive country, peopled with few settlers and but little cultivated. Many Europeans have lately established themselves at St. Louis, and in its vicinity. It is in latitude 38° 39′ north, and the climate is much the same as Maryland, between 37° and 39° north. The next settlement below, denominated a village, is Cahokia, five miles from St. Louis; the next below is St. Philip's, 45 miles; 15 miles farther, is Kaskaskia, at a small distance up a river of the same name. The town of Genevieve, opposite this river, is a flourishing settlement; there are several lead mines in its neighbourhood. The river here runs, at a medium, about four miles per hour: there are many islands in this part of the Mississippi: between the mouths of the Illinois and the Ohio, there are no less than 68, in a distance of 204 miles: below the mouth of the Ohio, in the Mississippi, there are 126 islands, but their numbers do not remain long the same. Islands here are soon formed, and soon washed away. The navigator, who is constantly employed upon this stream, never beholds a long succession of the same objects: like human life, every thing here is fast flitting away; all is in movement. The banks are falling around you as you descend, and whole forests are constantly borne down the stream. During the freshes of this river, the astonishing quantity of trees and of plank, that are floating on it would be sufficient, I have no doubt, to supply Europe with timber, if it were all transported thither. Upon the Ohio river, I have counted 30 trees per minute, during a fresh, and this has lasted for several days; indeed, some of the bayous or mouths of the Mississippi are now completely choked with timber, and may be walked over. The waters of this river are not at any time transparent, but have a milky appearance; and at the time of its inundations, when a thousand streams are pouring into it their turbid waters, a glass of its water will deposit a sediment full one-eighth of its bulk. At Natchez, near 300 miles above its mouth, the inundations rise, from low-water, 50 feet; at Baton Rouge, 200 miles, 30 feet; and at New Orleans, 12 feet; yet, at its mouth, scarcely any change is observed, though the ocean itself is repelled to such a distance, during these inundations, that fresh water has been taken up out of sight of land. When the river is at its highest flood, it may be said to be 30 miles wide at Natchez, the inundation extending that distance; yet, at low-water, its channel rarely exceeds a mile in width, between the Ohio and New Orleans, unless where it is divided by islands. The magnitude of this river is not to be computed by its breadth, but by its depth, in which no river can stand it; for it is so formed at its entrance into the ocean, as to be narrower than at 1000 miles from its mouth.

The vessels intended for navigating the Mississippi must be much stronger built than those intended only for the Ohio; the chief dangers of this river are, the instability of its banks; its bayous running out at high-water; and the planters, sawyers, and wooden islands. To avoid exposure to the first, never land near a point, but always in the cove below it; secondly, keep in general near the middle of the current, as the suctions of some of the bayous extend far into the river, and a boat once entering them, may be considered as lost, as no exertion can ever force it back, if it be flat-bottomed, into the parent-stream. To avoid planters and sawyers which are trees which have lodged in their passage down the river, look out well for the small breakers which they form in the water, and pull from them in time.

The wooden islands are only dangerous in night-sailing, which should be avoided in this part of the river above Natchez, especially by strangers. The rivers, in succession, below the Ohio and the chief towns are as follow: Miles.

New Madrid by water*, 70

Since the great earthquake that happened here in 1812, this town has been on the decline.

Bayou River 126

Left side, 50 yards wide.

Wolf River 226

Memphis left side; good landing.

Scrubgrass Creek 380

White River is just below the creek, and enters on the right side; about three miles up this river is a channel which connects it with the Arkansas, 30 miles from its mouth: the channel has plenty of water for vessels of considerable burthen.

Arkansas River 395

The Arkansas is, after the Missouri, the largest branch of the Mississippi, and, in some seasons, it brings down more water than even that river.

This mighty stream rises in 41° north latitude, 30° west longitude, and flows through seven degrees of latitude, and nineteen of longitude, in a direct course; but with its windings, its length must be upwards of 2000 miles, and therefore exceeds that of either the Ohio or the Mississippi. Above the rapids, its channel is too broad and shallow to be safely navigated: it flows nearly 1000 miles, without receiving any considerable stream, owing to its contiguity to the waters of the Kansas and the Red River. The lands upon this river are not so thickly timbered as most others in the great Mississippi valley: they are described as fertile, but at present are very little known, or settled. The chief rivers that fall into it are the Verdigris, the Negracka, and Grand River. Some of its tributaries are strongly impregnated with salt. The land upon this river, in the Missouri territory, is chiefly alluvial.

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* The distance from the Ohio only.

Yazoo River.

The Yazoo river rises in the country of the Chickasaw Indians; therefore not much is known of its features, except towards its mouth, where are some excellent and flourishing settlements. It is about 100 yards wide at its mouth, and navigable about the same number of miles.

Washington.

A pleasant town in the Mississippi territory: the land is here pretty high, and mighty good farms are seen a little distance from the river.

Big Black River 641

Is 60 yards wide at its mouth; its entire length, about 200 miles; it is navigable about two-thirds of that distance: it heads with the Pearl River, that enters at the Regolets.

Natchez 695

The situation of this town is highly desirable in such a country as this; it is elevated 200 feet above the level of the river at low-water.—The trade of this place, and the town itself, have rapidly improved: the business of the people has doubled every four years for a long time past.—Cotton is the staple in the neighbourhood; but indigo, rice, flax, tobacco, and hemp, are cultivated with great success.—Peaches, plums, and figs are very abundant. Apples and cherries do not thrive, nor does wheat or rye; but Indian corn grows to the greatest perfection.—Great quantities of broken ancient earthen-ware are found in the country above Natchez, but none of it has ever been glazed; it is generally called Indian ware; but the present race of Indians know nothing of such an art. Vessels of 400 tons can come up the river to Natchez, without any other difficulty than which the strength of the current gives them. The climate is very changeable in the winter, but the summer is invariably hot.

Homochitto River ... 752

Enters on the left; a small stream.

Red River ... 765

The length of this river is nearly equal to the Arkansas: it is navigable 800 miles, without any obstruction of importance: it is everywhere intersected with bayous and lagoons; it is exceedingly crooked and narrow in proportion to its length, and flows over a soil equal to any in the world. It rises near Santa Fé, in north latitude 37° 30′, and 30° west of Washington city: it runs parallel with the Arkansas, and joins the Mississippi in 31° north. The outlets or bayous from this river are more numerous than in the Mississippi. The latter river does not long retain its strength entire; for, only three miles below Red River its first material outlet opens, called Bayou Chaffalio*, which falls, by a separate channel, into the Gulf of Mexico. This bayou is a great river, yet not navigable to

* The proper orthography, I believe, is Atchafalaya, [illegible]
[illegible]

the ocean; for it is choked up, for many leagues, with floating timber, so compact, that cattle are driven over it. This bridge is constantly augmenting by the trees which this powerful stream draws out of the Mississippi.

Tunica Village [illegible]

(This place is on the left bank: the river here has made a detour, called the Tunica-bend, of thirty miles and approaches here within a mile and a half of the current, where it is running in an opposite direction.

Fausse Rivière 841

This is the old bed of the river, where it was cut through a few years ago, at a bend similar to that of Tunica.

Baton Rouge 873

Here commence the high levels on the banks of the river, from hence to New Orleans: both sides of the river present a succession of handsome farms and houses; the latter, built of wood on piles, and surrounded by orange-trees.

Bayou Manshac 898

This bayou takes out a great quantity of water from the parent-stream during the freshes: it falls into Lake Maurepas, and thence through Lake Pontchartrain into the Gulf of Mexico. If this channel were vented from finding fodder, it would be judged that communication to the coast of Florida.

Bayou la Fourche . . . 987

There are handsome settlements along the whole of this stream to the sea-board.

New Orleans 1009

This city is the great mart of all the [illegible] of the western world, and is situated on the east bank of the Mississippi, in 29° 57' north latitude and 90° 17' west longitude.

Since Louisiana has been purchased by the United States' government, this place has been advancing rapidly in wealth and consequence. The number of public and private buildings have nearly doubled; whilst the multitude of ships entering the port, and of steam-boats ascending the river, give it the appearance of a large European commercial metropolis. The country around it is not suited to the habits or the constitutions of Englishmen. The growth of the cane, of rice, and the cotton crop, form the employment of the settlers in the neighbourhood, and in all these pursuits experience is required to prosecute them to advantage.

Any person from Europe, wishing to visit this place, or any part of Louisiana, the Texas, or the Mississippi territory) should arrive here at the beginning of November. The winter presents no obstacle to travelling, and the sickly season does not begin before August. September is accounted the most unhealthy month. The greatest inconvenience to strangers arriving from a northern climate, arises from the immense swarms of musquitoes, which prey upon him, and give him a fever of irritation: it is impossible to travel with any comfort in the summer, without being prepared with musquito-curtains, as a protection by night.

The river here is about one mile and a half in breadth, and notwithstanding the apparent velocity of the current, the tide rises here as much as 18 inches: the distance from the sea is 109 miles. Nearly 100 steam-boats now belong to the Mississippi and its tributary streams: one-half at least of these trade to New Orleans.

Road from New Orleans to Mexico by land.

To Donnalville,	81
Lake Verrel,	101
Lake Palourde,	122
Mouth of Teche River,	142
New Iberia,	209
Bayou Fusilier,	230

Opelousas,	263
[illegible]	272
Bayou Crocodile,	301
Bayou Cypriere Morte,	318
Natchitoches,	358
Bayou Pierre,	376
Sabine River,	401
Head of Ayish River,	417
Attoyaque River,	445
Nacogdoches,	457
Trinity River,	472
Brassos a dios River,	582
Colorado of the Gulf of Mexico,	632
St. Antonio de Behar,	744
Rio Nueces,	834
Rio Grande del Norte,	924
Monterey in New Leon,	1014
Mine of Catorce,	1236
San Luis Potosi,	[illegible]
[illegible]	[illegible]
Head of Tampico River,	[illegible]
Mexico,	[illegible]

The wonderful length of Red and Arkansas Rivers, the fertility of their lands, and the extraordinary productions of their great natural meadows, have at length arrested the attention of Europeans as well as of Americans; and the tide of emigration is already turned very considerably to that free country. This must inevitably increase the commerce and importance of New Orleans, as a port and entrepôt; and when free governments shall be established in Mexico and Peru, posterity may see an active intercourse by land from the Gulf of Mexico to the Pacific Ocean.

For those who choose to emigrate to the Western States via New Orleans, there is always the accommodation of keel and steam boats to ascend the Mississippi and its principal branches.*

From New Orleans to Natchez, the voyage by keel-boats will take from 12 to 18 days, according to the state of the current. By steam-boats the same distance can be run in half the time; they generally make four miles an hour against the stream; the distance is about 300 miles. The vast countries to the west of the Delta of the Mississippi remain for future generations to explore and cultivate; at present it is very imperfectly known.

We shall now lay before our readers the latest statistical information that can be de-pitched upon of the last-formed States of the Union, and of the countries adjacent to them, which are soon expected to claim the same privileges. The Texas, Louisiana, and the Mississippi territory (formed out of it, more lately) are of less interest to the majority of emigrants from Europe.

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* There is a serious objection, however, to the expense of this route. The cost of a voyage up the Mississippi and the Ohio, to the mouth of the Wabash, would exceed the cost of a voyage to New York or Philadelphia from Europe.

The two great valleys of the Ohio and the Illinois rivers, are the great centres of attraction to European emigrants. The commercial advantages of this fine region vie with its soil and natural productions in recommending it to civilized man. The surface of this delightful country is estimated at 226,000 square miles; the greatest length of this natural division of the Western States is 700 miles, its breadth 550: this is, without question, the best and least broken tract of productive soil in North America. It includes

Part of New York State.
Part of Pennsylvania.
Part of Virginia.
Part of North Carolina.
Part of Tennessee.
The whole of Kentucky.
Part of Alabama.
[illegible] of the Mississippi.
[illegible] of [illegible]

Part of Indiana
Ditto of Illinois.

This favoured country is pretty equally divided by the Ohio, and the greater part of it may be visited by means of that river and its tributaries. The geology of this immense tract of land is but little known. Science has not yet explored its hidden treasures: human industry yet discovered half its bounties. Not a tithe of the land is yet occupied or improved; and centuries must roll on upon centuries, even at the present ratio of increasing population, before the country can be said to be well settled or amply populous; in America there is such a disposition to occupy new countries, and to go on to the verge of civilized life, that the finest portions of that soil are passed by and neglected, for the doubtful advantages of some unknown distant territory. As soon as the emigrant has purchased [illegible], let him consider himself at home, and be looking out [illegible] for a resettlement. Enough has been said by [illegible] others to convince the most sanguine speculator, that other lands [illegible] any [illegible] are desirable. Yet an European [illegible], "far from the [illegible] abodes of men," he will pine for society and a quiet market; he will look in vain for a near social neighbour, a cheerful companion, or a disinterested friend: he must seek all his comforts in the circle of his own family; and if he has attained the middle age of life before his change, the strong contrast of his situation will for a long time press upon his memory the regrets that ever must follow the separation from all old friends and connections; and the total change of habits, of diet, of manners, and in a great measure of occupation, will for many years prevent a perfect reconciliation to his change, or let him see with impartial eyes the advantages he may possess. When Kentucky was first settling, that State was represented as the very paradise of the world, unrivalled in climate, in soil, and every thing else that was excellent or desirable. The greater part of the land therefore, was bought up by individuals, or occupied without purchase, an appropriation which has given rise to innumerable law-suits. The best lands are in what is called cultivation, that is, about one-third of an estate cleared of wood and the remainder in a state of nature. The indifferent and poor lands are unnoticed and unsaleable; and the want of citizens to any country, slavery—legislatively, is a check to its rapid improvement; which is just beginning to be understood, when it is too late to profit by the discovery.

The same eulogies brought into notice the State of Ohio. The current of human life set strongly there; and then Indiana was the ne plus ultra of perfection in soil and climate. Now the Illinois bears the bell; and the Mississippi territory and the New State of Alabama have their puffers and their advocates, according as the eulogist has purchased or occupied; for every new comer adds to the value of his neighbour's estate. These things puzzle the emigrant, and he knows not on what to determine or which country or State to prefer: he cannot take a ride over a State so easily as over an English county, and examine its advantages for himself. The length of the voyage, and the wearisomeness of the long journey, make him very desirous of a home for himself and family. He is tired of American taverns, their accommodation, and their high charges; and at last he is generally left to chance for his final lot; so many land-speculators are ready for his cash, that he expects not disinterested advice, or if he does, is almost sure of disappointment: if he has relatives or acquaintance in the country before him, he most likely applies to them, and expects commiseration and sympathy; and here it is most likely he will be severely disappointed. If they are sick, he will find them unvisited; and he is more likely to meet with true friends in those who are strangers to himself and his father's house, among the old settlers, — who do not put it all forward to make professions of friendship, but in whom he will discover, upon further acquaintance, a stability of character, and a slow unfolding kindness of heart, which will be to him of more value than a thousand talking friends. In the general and brief outline which we shall now present to our readers of the valleys of the Ohio and the Illinois, we shall take account from the South to the North, beginning with the State of

EAST AND WEST TENNESSEE.

Tennessee is the longest of the United States; its extent is from south-west to north-east 470 miles; its breadth 104 miles; including very near 40,000 square miles. There is a greater variety of soil in this State than any other in the Union. Cumberland Mountain divides it into two valleys, that of the Tennessee River, and that of the Cumberland; the soil, as well as the climate, is very different in the different parts of the State; a great proportion of the territory is very hilly, and the lands are indifferent. The Alleghany ridges centre in the eastern part of the State, and are wider than in any other part of the whole chain, though not so high. West Tennessee is much more level, and as the hills reach the great rivers, they gradually disappear. The soil of all the river-bottoms is most fertile and inexhaustible: severe frosts and snows visit every part of the State, but remain for a short time only. Wheat, rye, oats, barley, and buck-wheat, are raised in great perfection; and much of them all is exported. Indian corn also grows abundantly strong and productive. Flax is raised for home-consumption: a great quantity of cotton is exported from it of excellent quality. Iron-works are abundant; and salt is made also, but not sufficient for the demand. Alum, copperas, and lead are found, and saltpetre is taken from the caves in great quantities: coal is plentiful of secondary formation, bituminous, in horizontal strata. Apples, pears, peaches, and plums, are abundant, and of good quality. Butter, pork, and leather, are exported to Natchez and New Orleans. East Tennessee is divided into seventeen counties, of which Knox county is the most populous; Knoxville is the prin-

cipal town. West Tennessee has twenty-one counties; the total population of the State is about 350,000. The principal rivers, the Cumberland and the Tennessee, fall into the Ohio, and are noticed in the account of that river. Nashville is the chief town of West Tennessee; it contains about 4000 inhabitants; several handsome public and private buildings are erected, and the town is very rapidly advancing in improvement. From Nashville to Washington city the distance is 906 miles; Nashville to Charleston, by Knoxville, 460; Nashville to Columbus, Ohio, by Lexington, 460
Nashville to Pittsburg, 560

Emigrants wishing to settle in this State, will find no better route than by descending the Ohio to the mouth of the Tennessee or Cumberland Rivers.

KENTUCKY.

The greatest length of this State is 385 miles, and its breadth 180 miles, including 4280 square miles; it is divided into 57 counties; its population is estimated at 600,000. This State improved after its first settlement far more rapidly than any other part of the Union. In the year 1790, its inhabitants amounted to 73,677

In 1800, - - 220,959
In 1810, - - 406,511

Since that period the increase has not been so rapid, the great stream of emigration passing on to more distant countries.

The soil of this State is in almost all parts equally fertile, except in the south-east, where it is mountainous: it rests upon a bed of limestone, in which the rivers have washed deep beds; but there is in many places a lack of good water, and a scarcity also of good mill-streams. The principal rivers are the Mississippi, the Ohio, Tennessee, Cumberland, Green, Rolling, Licking, Kentucky, and Big Sandy. Cumberland Mountain is its south-east boundary: the climate is more inclining to a southern than a northern character: the manufacture of maple-sugar proves this, which is successfully carried on in most parts of the State. The apple, cherry, and plum-trees thrive well. Maize is the chief corn for home-consumption: the English emigrant will not easily reconcile himself to the use of this most important article to all American farmers. Hogs and horses, cows and sheep, geese, ducks, and poultry, as well as the negro and his master, all feed upon this grain, and may all sit down to dinner together; it may be prepared for the table in a variety of ways;

it is to a true American what tea is to the Chinese, rice to the Hindoo, or potatoes to an Irishman. All other grain may be and are cultivated, but none are so productive or generally useful as this; and a very short residence in the country will shew the emigrant the necessity of getting rid of his prejudices of all kinds: he ought indeed to bury them all in the Atlantic, if he would be comfortable in America. The grasses do not thrive so well here as in some other States, owing, as is supposed, to the calcareous composition of the soil: yet the Kentucky horses are the best in the Union. The chief manufactures are salt, cordage, sugar, and various branches of linen and woollen-cloths: these are all of them now very much on the increase. Tanneries, distilleries, and paper-mills do much business. The distance from all the maritime cities makes all foreign commodities dear, and gives life to home manufactories. The timber of this State is similar to that of its neighbours: marble of a fine quality is plentiful, and ought to be more used in public buildings. Lexington is the principal town: it is in Fayette County, and contains about 7000 inhabitants. The plain on which it is situated is one of the most fertile in the State: the town is one of the most wealthy of the Western country. Lexington is 541 miles from Washington city; 516 from Augusta, in Georgia. Frankfort, on the Kentucky River, is the seat of government for the State. Louisville, on the Ohio, is the second in population. The feelings of Europeans will be often outraged in this State, by an exhibition of the flogging system. How often do the Kentuckyans go home from church, where they are most devout, and begin to exercise the arm of authority!

ILLINOIS.

This State is named from its principal river, whose fertile vale constitutes about half its territory, passing through it from north-east to south-west. Its greatest length is 350 miles, its contents 51,000 square miles: its population is imperfectly known; for when the public census was taken in 1810, it was just beginning to be settled. The chief town, Kaskaskia, and seat of government, contains about 1000 inhabitants: it is situated upon the river of the same name. Of the new towns now so rapidly forming in this State, but little is known; and the truest statement of one year is widely imperfect in the next.

The English settlements, in the vicinity of the Wabash, are increasing at an astonishing rate, far beyond what their original promoters could have expected. The judicious arrangements of Mr. Birkbeck, with the active exertions of Mr. Flower, have given an impetus to the improvements in this part of the State, which will be felt as a stimulus to a great distance, and be admired as an example universally. Great numbers of English farmers, many of them wealthy, and most of them respectable, have followed the example of these gentlemen, and are constantly seen upon the Ohio river, with their families, upon their second long voyage. They are easily known, by their appearance, from all other emigrants, and cannot but give a stranger a favourable idea of the domestic comforts of the country they come from, when contrasted with the emigrants from other countries. The government here is rather jealous of what may be termed national settlements, and certainly without cause; they will introduce good management in agriculture, and other arts, with much greater facility, than if they mixed themselves indiscriminately with the population at first, which they will do gradually and eventually, but them locate as they may. The Americans all know the superiority of the English method of farming; and if they wish their country to improve in this first of arts, they should give every assistance reasonably required to further such an object. When an English farmer is at a distance from any of his countrymen, he cannot have his implements made to his mind, or his work done, but as others have it done; if he has to hire labourers who are country-born, they will do *what* they please, and do it *how* they please; and it is not much they will do at all. Example, therefore, cannot be carried to any effectual point, unless Englishmen can employ Englishmen, and mix with their countrymen. America is not without numbers of intelligent excellent farmers of her own raising, but they are thinly scattered over her immense empire; and the generality of her agriculturists are poor, slovenly, and idle. I shall never compliment them at the expense of truth*; but this very circumstance is in favour of industrious foreigners, and better systems. An English farmer, with a few English labourers, cannot fail, in any well-chosen situation, to become prosperous and independent.

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* I know Americans are very sore at being called idle, and they appeal to the progress of the whole western country; but I am not speaking so much of *what* is done, as *how* it is done; their improvements, as they are called, are what an English farmer would call by any other name.

Those who wish to settle at the new town of *Albion*, can get there, either by way of Pittsburg, or New Orleans. Much fatigue is saved by the latter route, if the emigrant is not afraid of the climate of the Delta of the Mississippi, and the chance of complaints that await him, should he arrive in the hot months. If he can make it convenient to arrive at New Orleans in November, he will find that the passage upwards by steam the Mississippi is but the great tide of emigrants which descends the Ohio. (Those intending to settle in Albion, or its vicinity,) descends to Shawnee town, which is within 50 miles of the settlement. As flat-bottomed boats cannot be taken against the stream, it will be necessary to proceed from thence by land, unless some keel-boats are to be met with ascending the Wabash. Masons, carpenters, and labourers are yet much wanted at the new settlement, and every encouragement is given to industrious sober men.

There are no mountains in the State of Illinois, nor hills of any considerable elevation: in some districts, the country is undulating; but the greater part is level, prairie land, or the alluvial bottoms of rivers. The Illinois and the Wabash are the principal rivers; and, with their tributaries, water nearly the whole of the State. The highest branches of these rivers flow from the mountains still in possession of the Indians, and are very imperfectly known. The other principal rivers are the Spoon River, Henderson's River, Kaskaskia River, and Vermilion River. The timber of this State grows to an immense size, and there are as many varieties as in any part of the Union. The following list of useful trees will suffice for the whole western country: Black Oak, White Oak, Red Oak, Willow-leaved Oak, Poplar, Sassafras, Bitternut Hickory, Shellbark Hickory, Honey Locust, Tupelo, Black Gum, Sycamore, Cotton Wood, Linden, Red Elm, Mucilaginous Elm, Water Elm, Pecan, Black Walnut, White Walnut, Red Cedar, Red Maple, Box Alder, Iron Wood, Hornbeam, Wild Cherry, Dog Wood, Persimmon, Beech, Common Ash. There are numerous other species; but those here enumerated are the most common.

The Mississippi is the boundary of the State for [illegible] miles by the windings of the river. The banks in the greater part of this distance are liable to be overflowed. No hills appear on the river below 39° 15′ north latitude. The lands between this river and the Illinois have been surveyed as army bounty lands. Three millions five hundred thousand acres have been selected by the State surveyor for that purpose; a large proportion of the best lands now within this State.

It was through the Illinois River, that the French first made their way to the Mississippi River, and formed settlements thereon. The first expedition was undertaken, in 1683, by the Chevalier Tonty, who reached the Mississippi, the Lake Michigan, and the Illinois; and all the original white settlers were French, from Canada. The Wabash was soon afterwards descended, and a post established at Vincennes.

The climate of this State greatly resembles the northern parts of Ohio and Indiana: from this similarity, the natural productions of the State will be found to be much the same. Wheat, rye, oats, and maize are most abundant. The fruits in common use also flourish abundantly. Good improved lands may be bought from six to fifteen dollars per acre, buildings included. Most of the lands, however, are yet in the hands of the government. Emigrants to this distant State will do well to provide themselves with clothing sufficient for some years, as all articles of British manufacture are dear.

From the nature of the soil of this State, but few mineral or fossil productions are found; the high lands in the interior have been scarcely examined. The objections to this State, on the score of health, appear to be groundless. Intermittents are not more common than in Pennsylvania, unless in very unfavourable situations, which are easily avoided. When it shall have been as long settled as the eastern States, it will probably not yield to them in salubrity of atmosphere.

Unfavourable reports were industriously circulated last summer, concerning the ill health of the British settlers, but entirely without foundation. With all the privations and fatigues inseparable from a new settlement, there was less disease than might have been expected, if every family had been at their old homes in England.

INDIANA.

This state contains an area of 36,646 square miles, about one-half of which is yet in possession of the Indians. The southern parts of it are now settling fast with emigrants from all parts of Europe, and the northern states of America. The inhabitants of this extensive country do not yet exceed 100,000. Only twelve counties are laid out; but these have doubled their population in the last two years. The principal rivers are the Ohio, the Wabash, the White River, and the Miamies. The Illinois also flows in this State. Lake Michigan penetrates it in its northern extremity. These parts are yet very imperfectly known; even the boundaries remain in a state of uncertainty. No State of the Union is better watered by navigable rivers and lakes, or promises, on the whole, greater advantages to the future settler. There is a regular communication between Indiana, Canada, and the eastern States, by the Wabash, the Miamies, and the lakes Michigan and Erie, and also from the Miamies, by the Chicago, into the Illinois; a proof of the almost perfect level of the upper country.

This State has no mountains, but is hilly on the margin of the Ohio. The south-east part of the territory presents a broken surface: the component parts of the soil are lime-stone and shistose sand-stone.

Corydon is the seat of the government at present, but cannot long remain so, on account of its situation at the southern extremity of the State. Vincennes is the most populous town: most of its inhabitants are of French descent. The lands near it are fertile even to exuberance: it will take centuries to exhaust them. Blackford, Harmony, Madison, and Brookville are improving towns, and all of them afford a good situation for the agriculturist in their vicinity. There is no topographical account of Indiana that can be depended upon; nor are its boundaries yet defined. Two-thirds of the lands, at least, are still occupied by the Indians. Flour is at present the great staple article of its commerce; and vast quantities of it are sent by the rivers to New Orleans. Maize is next in importance, which, upon all new lands, more particularly on the alluvion of the rivers, repays well the little trouble taken with it. The rapid growth of this excellent plant, and its general usefulness, make it the most valuable of all grain in new countries. Pumpkins, squashes, cucumbers, and melons, in almost infinite varieties, grow to a most extraordinary size, and may, with little trouble, be raised in almost any quantity. Artificial meadows may be more easily formed here than in any part of the States, and stock may be raised at less expense.

The exports at present are beef, pork, butter, bacon, leather, whiskey, and peach brandy. As yet there is no book-printing in this State; and the emigrant must take his library with him, or supply himself at Pittsburg or Cincinnati. One of these things professional men should not fail to do; and the former is the most advisable, as it is impossible to make a good selection west of the Alleghany mountains. Indiana is easily accessible by the Ohio to most of its settled counties.

STATE OF OHIO.

This fine State of the Union is accurately surveyed, and a great part of it pretty well settled. It is bounded by Indiana on the west, by Michigan territory on the north, by the Ohio and Pennsylvania on the east and south. It is divided into 45 counties, and includes an area of 40,000 square miles, or 25,600,000 acres; about 8000 square miles yet remain in the occupation of the

Indians; but a considerable part of the land has lately been purchased from them.

The chief rivers of the State are the Ohio, Great Miami, Little Miami, Scioto, Hockhocking, Muskingum, Cayahoga, Ashtabula, Sandusky, Grand River, and Maumee. The Ohio forms its boundary for 412 miles from George Town to the mouth of the Great Miami, and affords, by means of the numerous streams that fall into it, a free trade, from the interior country, with the most distant parts of the Union.

The most pleasant part of the Ohio river scenery, is on the borders of this State, where the stream makes a great bend, presenting its convexity to the States of Virginia and Kentucky. No river in the world runs through a finer country than this; its course is perpetually presenting something new and interesting. The numerous islands, and the meadows on its margin, are fertile in every production necessary to the comfort and the happiness of man; and if man cannot live happy and independent here, under a free government, with almost all his wants supplied from his own lands, it is in vain to look after happiness or independence anywhere.

Apples and peaches attain to greater perfection upon the bottoms of the Ohio river in this State, than in any other regions of North America: there also the maize finds its favourite soil; as for grass; in planting of this grain will be necessary to prepare the soil after it has been first cleared for the reception of wheat, otherwise, it will run too much in the straw.

The peninsula between the Muskingum and the Ohio, is the most broken part of the territory: here are limestone, and excellent coal; yet the lands in the neighbourhood of the Muskingum, are esteemed some of the best in the State. All the rivers are noticed in the account of the Ohio, except the Maumee, sometimes called the Miami of the Lake. This river rises in the Indiana territory near Fort Recovery, and is at first called St. Mary's River: after running 60 miles, it enters Indiana State, where, in 60 miles it recrosses it, enters Ohio State, where it receives the Auglaize River, and, after its junction, runs 35 miles to Lake Erie. The Maumee is navigable for boats from the place of its junction, almost uninterruptedly, within a short distance of which it is obstructed by rapids. A large morass swamp lies between the Maumee and Sandusky rivers, and reaches nearly to the

Anglaise: the entire length of the Maumee is 165 miles.

The Sandusky rises in the same swamp as the Scioto: it is a rapid river, and falls into Lake Erie, after a north course of 60 miles.

The State of Ohio remained in the undisturbed possession of the Indian tribes, until after the revolutionary war: it was chiefly inhabited by the Potawatomies, the Shawanees, and the Mingoes: the first settlements were made in 1787, at the mouth of the Muskingum River. The principal settlers in Ohio came chiefly from the northern States; and as far as equality of condition and civil liberty can secure the felicity of a people, they here possess it. Slavery is prohibited, and upon this the Ohio freeman sees every year additional reason for congratulating himself. All the lands were purchased from the government, and there are no disputed titles.

The following towns have arisen out of a wilderness of forests, within thirty years:—

Adams,	West Union.
Ashtabula,	Jefferson.
Athens,	Athens.
Belmont,	St. Clairsville.
Butler,	Hamilton.

Cuyahoga,	Cleveland.
Champaign,	Urbana.
Columbiana,	New Lisbon.
Coshocton,	Coshocton.
Dark,	Greenville.
Delaware,	Delaware.
Fairfield,	New Lancaster.
Fayette,	Washington.
Franklin,	Franklinton.
Gallia,	Gallipolis.
Geauga,	Chardon.
Guernsey,	Cambridge.
Green,	Xenia.
Hamilton,	Cincinnati.
Harrison,	Cadiz.
Highland,	Hillsborough.
Huron,	Avery.
Jefferson,	Steubenville.
Knox,	Mount Vernon.
Licking,	Newark.
Madison,	New London.
Medina,	Medina.
Miami,	Troy.
Monroe,	
Montgomery,	Dayton.
Muskingum,	Zanesville.
Pickaway,	Circleville.
Portage,	Ravenna.
Preble,	Eaton.
Richland,	Mansfield.
Ross,	Chillicothe.
Scioto,	Portsmouth.

Stark,	Canton.
Trumbull,	Warren.
Tuscarawas,	New Philadelphia.
Warren,	Lebanon.
Washington,	Marietta.
Wayne,	Wooster.

The town of Columbus, in Franklin county, is the seat of the State government; but Cincinnati is by far the most populous town in the State. In the year 1815, the white population of the State was 388,790: it is now estimated at 500,000. Columbus, the capital, was only laid out in 1812: there are now upwards of 400 dwelling houses, and 2000 inhabitants; a bank, a state-house, a penitentiary, and six or seven schools! Columbus is 115 miles from Cincinnati. The amazing progress of this place has been rivalled by several other towns in the district. Upon the whole, the State of Ohio affords equal if not better prospects to most emigrants than any other. Society here is considerably advanced; and what is existence without the charms of social life? Let bears and wolves inhabit the forests: man was made for conversation and refined intercourse, and without them becomes a brute himself. Let the [illegible] who has [illegible] home, and the backwoodsman, his [illegible] whose home is not worth having;—let these men spend their whole lives in hunting and smoking; but man, well educated, is quite a different animal, requires different occupations, and has higher and better enjoyments.

The emigrant who chooses to fix himself in the State of Ohio, will find himself much more at home in many respects than if he went farther on. The lands are more cleared, the country has more hill and dale, the climate is more temperate than the States to the west of him, and the air is esteemed more pure than any-where south of the Ohio. Access to this State is easy at all points, either by land or water: good improved land may be bought with requisite buildings upon them, in very favourable situations, for [illegible] dollars per acre; this, even in the neighbourhood of towns, is yet a [illegible] common price. But as the value of lands varies so much, according to their situation, any man may purchase according to his ability [illegible]

PENNSYLVANIA AND VIRGINIA.

A large proportion of both these States lies west of the Allegheny mountains, and many Europeans have settled in them. The country is no doubt as healthy as any part of the United States, and is more agreeable to English constitutions than the crowded regions farther west. The lands in general, however, are but indifferent; the country is extremely hilly, and a large proportion is incapable of cultivation. The chief towns have been already noticed, in the accounts of the Allegheny and Monongahela rivers. No town of any note exists in Virginia west of the mountains. This region is [illegible] for its mineral wealth, iron, coal, and salt; it promises to become hereafter, on this account, the great manufacturing district of the United States. Artisans from England are almost sure of employment, let their branch of business be what it may.

STATE OF MISSOURI.

This State of the Union is settling in an equal ratio with any of the western; and though its climate is not so salubrious, the richness of the soil, and the [illegible] of its productions, tempt vast numbers of emigrants, for the sake of the sudden accumulation of wealth, to brave every disadvantage, and fix themselves in the State of Mississippi.

In this State are already laid out [illegible] counties, with a surface of 13,[illegible] square miles. The number of inhabitants amounts be known; they were, in 1810, rated at 40,000; but this gives a very imperfect idea of the present population, as there is every year a very considerable influx of emigrants, particularly from Georgia and the Carolinas. The chief rivers are, the Mississippi, and its numerous bayous or outlets.

The Yazoo, a river that rises in the Chickasaw country, interlocking with the Tombigbee, is navigable to a considerable distance.

The Big Black river: its course 170 miles, heading with Pearl river.

Homochitto river: many of the best settlements in the State are on this river and its numerous creeks; for fifteen miles above its mouth, it is annually overflowed.

Buffaloe river, Amity river, Chickasawhay river, and Pascagoula river: the two latter flow into the gulf of Mexico. The country at the mouth of Pascagoula river is esteemed the most salubrious portion of the State; it is resorted to by many persons from New Orleans in the sickly season.

Cotton is the grand staple of the whole State; and while flour can be purchased so cheap from the upper countries, little attention is likely to be paid to the culture of wheat. Great fortunes, resulting from the culture of cotton have been acquired the inhabitants of this State in a very short period; and they live in a style of luxury and opulence equal to that of the Virginian planters. Cotton can be raised at the rate of 3000 pounds per acre in favourable situations, and will bring 20 cents per pound. It is only in the parts adjacent to the Mississippi that the country is unhealthy. The country from the Yazoo to the 31° north latitude is dry and healthy; the seasons are agreeable, and the surface is dry and undulating, with very little marsh land. The seasons are agreeable, particularly the autumn and the winter. From September to April, the weather is uniformly agreeable. The rigours of northern winters are quite unknown; and after all that has been written upon the diseases of peculiar climates, who shall determine between the fevers and bilious diseases of warm latitudes and the rheumatic affections, consumptions, and catarrhs of northern climates? It is difficult to decide which are most to be dreaded. Most certainly there is less of pain and mental irritation attendant on disease in warm than in cold climates.

Human life is also more easily sustained in the former. The transition from a colder to a warmer situation is less prejudicial than the reverse would be to adults. In

America, emigration seldom takes place from one extremity of the States to the other, but always pursues a southerly or westerly direction.

The fruits of the Mississippi State are the apple, pear, peach, fig, and plum. The two latter are best suited to the climate. Vegetables are in great variety. There is a most ample field of enjoyment for the botanist. The alluvion of the Mississippi is a favourite soil for an abundant variety of trees and plants, not to be met with in the Eastern States.

When the whole of the Indian claims are purchased, this State will possess 28,480,000 acres of land, by far the greater part of which is capable of cultivation, and a large proportion unrivalled in fertility.

Washington, in Adams county, is the seat of government, and contains about 1000 inhabitants; Natchez about 3000. These, next to New Orleans, are the largest towns in the State. The practice of keeping the seat of legislation in large cities is abandoned in America; the preference is generally given to a central situation.

The territory of Alabama is formed out of the east part of what was the Mississippi territory. It comprehends all the valley of the Mobile river and its streams, with parts of the valley of the Pascagoula and the Tennessee. The north-east portion of it is yet in possession of the Indians. Eleven counties are formed, and some of them pretty thickly settled.

The Alabama River is the most distinguished in this territory: its course, until it joins the Tombigee, is southward, thence south to the town of Mobile. Fort Claiborne is at the head of its navigation.

The lands north and west of this river have never yet been surveyed, and but little is known concerning them. This country is not so interesting to the European emigrant: very few think of removing to it. The country, on the coast, is of more importance from its position than from its present population or productions. Mobile town is situated at the head of the bay of the same name. This bay is the largest entrance to the interior of any in the gulf of Mexico; but the site of the town is ill chosen.

Fort St. Stephen is the seat of the territorial government: it is at the head of navigation on Tombigee River.

The town of Huntsville is likely to become of importance. All other towns are as much in their infancy, that but little can be said concerning them.

The accession of the Floridas to the United States will add to the importance and advantages of this part of the Union. The English public are not aware of the importance of this cession, in case of hostilities between their country and America.

MISSOURI TERRITORY.

This immense country includes a part of Louisiana: a very small proportion of it is yet settled, or purchased from the Indians. Its entire area extends to 98,600 square miles. Its chief towns are, New Madrid, Girardeau, St. Genevieve, St. Louis, and St. Charles. Its principal rivers are the Missouri, the Red River, the Arkansas, White River, St. Francis River, and the Osage River. The first considerable settlement, ascending from Louisiana, is at the Hot Springs on the Ouachitta River, which, although yet without a name, is likely to become a place of importance from the celebrity of these springs. The emigration to this very remote country is now frequent, and it is even advancing up Red River, and the banks of the Little Missouri. The springs above mentioned are situated on a creek that falls into the Ouachitta, about 600 miles above its junction with the Red River, and 100 miles below the forks at the head of its navigation. The heat of these springs, in some seasons, is at the boiling point. They have been long celebrated among the Indians for their virtues in curing chronic and paralytic complaints. The aborigines called this *the land of peace*, as all hostilities, by mutual consent, ceased here. The usual mode of using the waters is to expose the body to the vapour. The lands are very poor and stony in the neighbourhood, and the stones have every appearance of volcanic origin.

St. Louis is the capital of the Missouri territory; and from its situation, no town in the western territories is more likely to attain a lasting prosperity.—See the description of the Mississippi for farther particulars, as also that of New Madrid.

The district of St. Charles is the present focus of attraction in this territory: it is situated between the Missouri and Missisippi in the forks of the rivers. All accounts agree in extolling the soil and the climate of this district, as the most excellent on the whole continent. St. Charles stands twenty-four miles above the junction of the rivers, and is the most western town yet built in the States: it contains nearly 1500 inhabitants. Lead and salt are produced here in great quantities. This district, as well as others included in the purchase of Louisiana, is retarded in its improvements by the doubtful state of the land-titles. The government of the United States has been occupied for years in adjusting them; but owing to the careless manner in which original grants were given by the Spanish commissioners, it is uncertain when they can all be decided upon.

A full and perfect statistical account of this wonderful territory cannot yet be expected: on the verge of civilised life, man only looks for gain or for ease. Science is more slow than avarice or industry in her operations: she only follows in the train of philosophic leisure and a dense population. The natural geography of these wide regions confines itself to the mountains and rivers; and the details of these, though uninteresting and vapid to the generality of parlour-readers, are of importance to the emigrant, who in choosing from such an immense variety of situations a spot which he can call his own, and leave to his posterity, is willing, in the absence of local descriptions, to put up with general ones; and after a due regard to the healthiness of a settlement, will look out for a combination of as many advantages as may be found together on any given point.

The circumstance, indeed, most likely to puzzle him, is, among such a multitude of places, to make a prudent choice. Americans, if they are not quite satisfied, move on, and think nothing of it; and numbers of them are for ever thus moving: if they do not at once succeed, they attribute it immediately to some local disadvantage, and away they go perhaps 100 or 1000 miles in search of a new home; but the western country is a "bourne from which no traveller returns." We never hear of families emigrating thence into the eastern States, which is surely one strong proof of the superiority of the soil and the climate.

Before I take a final leave of my readers, I shall give a brief account of a new settlement in the State of Pennsylvania, called Britannia, which has lately attracted the attention of emigrants. A gentleman of the medical profession, of the name of Johnson, has just published a work at Philadelphia, recommending the lands in the section of the State where this settlement is commenced, in preference to any situated west of the mountains. The advantages enumerated are these:—the facility of intercourse with the great markets on the eastern coast, Baltimore, New York, and Philadelphia, by means of the Susquehanna, Delaware, and Hudson rivers; a shortening of the distance to be travelled, and a consequent diminution of expense to the emigrant; the superior price which the farmer's produce will bring at the market; above all, the superior healthiness of the climate, and its congeniality with English constitutions.

These are the chief reasons which are urged to recommend this place in preference to the western territory: all of them have some weight, and deserve the impartial examination of emigrants. Tables are given of the comparative value of labour and of produce in Pennsylvania and the Illinois; and the whole publication has a candour and respectability that entitle it to a general and careful reading. The superior healthiness of the climate is not proved by any documents whatever. The length and rigour of the Pennsylvanian winter are not taken into the account, nor the additional expense and labour thus imposed on agricultural improvements.

The superiority of the Pennsylvanians in moral character is also urged in behalf of the eastern settlements. This argument, if it be intended to include the sea-ports, will not be admitted by the western citizens. They say they themselves have less show of religion, and fewer priests to maintain, than their fellow-citizens of the sea-coast; but they say also, that they need them less, having more liberality and less hypocrisy among them, adding, that the immoral population is confined to the rivers.

The village of Britannia is situated in Susquehana county, in the 42d degree of north latitude, on the line which divides Pennsylvania from New York, on the head-waters of the Susquehana river: it is near Montrose, the capital of Susquehana county; distant from Philadelphia 170 miles; from New York 130 miles; from Newbury, on the Hudson, 110 miles.—The following table is given as the value of produce on the Susquehana and the Illinois:—

	Susquehana.		Illinois.	
	dols.	cents.	dols.	cents.
Wheat, per bushel, -	1	50	0	75
Indian corn, - -	1	0	0	21
Oats, - - -	0	50	0	31
Hay, per ton, - -	7	0	7	80
Butter, per pound, -	0	15	0	11
Cheese, per pound, -	0	10	0	25
Fowls, per couple, -	0	25	0	50

In the same degree that this scale is in favour of the farmer, it is unfavourable to the consumer, and the labourer's wages are nearly equal in the two states. The price of the land, of course, varies according to the improvements on it. A farm of 100 acres, with a log-house and barn upon it, the one-half cleared, may be purchased for 1000 or 1600 dollars, or from £225 to £370; the difference depends upon the kind of house or barn upon them. The lands are none of them at the government-price. They have been purchased by a society of emigrants on certain conditions, and are now retailing at a trifling advance. Further particulars may be known by consulting the work in question, or Dr. Johnson, the author, Silver Lake, Susquehanna county, Pennsylvania.

Turnpike-road from Philadelphia to Pittsburg.

	Miles.
Schuylkill River	2
Buck Tavern	9
Downingstown	32
Gap-hill	39
Lancaster	62
Elizabeth Town	80
Middletown	88
Harrisburgh, the capital, or seat of government,	97
Carlisle	115

	Miles.
Shippensburgh - - - - -	133
Chambersburgh - - - - -	143
Campbells - - - - - -	150
London - - - - - -	160
M'Connell's Town - - - - -	168
Crossings of Juniata - - - -	178
Bloody Run - - - - - -	186
Bedford - - - - - -	192
Allegheny Mountain - - - -	210
Somerset - - - - - -	263
Greensburgh - - - - - -	292

Washington City to Philadelphia, and thence to New York.

Bladensburgh - - - - -	6
Vansville - - - - - -	14
Baltimore - - - - - -	39
Joppa - - - - - - -	50
Harford - - - - - -	64
Havre de Grace - - - - -	75
Elkton - - - - - -	93
Christine - - - - - -	102
Newport - - - - - -	106
Wilmington - - - - -	112
Naaman's Creek - - - - -	119
Chester - - - - - -	126
Darby - - - - - - -	132
Philadelphia - - - - - -	139
Frankford - - - - - -	146
Holmesburgh - - - - -	149
Bristol - - - - - - -	159

	Miles.
Morrisville	169
Trenton	170
Princeton	180
New Brunswick	196
Bridgetown	206
Elizabeth-town	213
Newark	220
New-York	230

Philadelphia to the Falls of Niagara.

German Town	6
Chesnut Hill	10
Norris Town	17
Trap	27
Pottsgrove	36
Reading	54
Hamburgh	70
Orwicksburg	81
York	95
Broad Mountain	101
Locust Mountain	106
Big Mountain	111
Bear Gap	116
Sunbury	132
Northumberland	134
Milton	146
Pennsborough	160
Williamsport	172
Jersey Shore	189
Pine Furnace	203
Kettle Furnace	229
Coudersport	256
Cerestown	280

	Miles
Hamilton	301
Lima	315
Concord	338
Eden	357
Buffaloe	366
Chippeway, Upper Canada,	375
Falls of Niagara	378

Pittsburg to Chillicothe, in the State of Ohio, by Steubenville.

To Mark's Tavern	7
Marshalls	13
Bevington's Mills	20
Cross Roads	25
Steubenville	36
Maxwells	44
Lattas	47
Days	49
Cadiz	61
Kennedys	66
Titus's	69
Wilkins	81
Martins	85
Wyricks	95
Cambridge	101
Zanesville	137
New Lancaster	157
Chillicothe	196

This is the best route for travellers and emigrants from Pittsburg into the interior of the Ohio State.

St. Louis to Pittsburg by Vincennes and Cincinnati.

	Miles.
Cahokia	5
Kaskaskia River	55
Little Water	155
Fox River	179
Vincennes, on Wabash River,	214
White River	235
Blue River	296
Corydon	318
Louisville, Kentucky,	341
Middletown	355
Shelbyville	375
Newcastle	402
Port William	422
Newport	466
Cincinnati	477
Columbia	484
New Town	491
Williamsburgh	520
Newmarket	545
Bainbridge	565
Chillicothe	581
Tarlton	597
New Lancaster	621
Zanesville	656
Cambridge	666
Washington	671
St. Clairsville	692
Wheeling, Virginia,	700
Alexandria, Pennsylvania,	717
Washington	738

	Miles
Canonsburgh - - - - -	740
Pittsburg - - - - -	758

This road is much travelled by the storekeepers of the western States to Pittsburg; and the reverse of it by emigrants, who wish to go by land into the States of the Ohio, *Indiana*, or the Illinois.

LOUISIANA.

When this vast country was ceded to the United States, it was divided into two great districts, the territory of Orleans, and that of Louisiana.

The division of this country, since the cession, has been different.

The State of Louisiana commences on the west or right bank of the Mississippi, where the river is intersected by the thirty-third degree of north latitude, and thence down the middle of the stream to the most northern part of the thirty-first degree of north latitude: it continues parallel with that degree to Pearl *River*, thence down that stream to its mouth. The Gulf of Mexico is then its boundary, including the islands within six leagues of the shore, to the mouth of the Sabine river: it then ascends that stream to the thirty-second degree of north latitude: it stretches thence due north to the most northern point of the thirty-third degree of north latitude, and thence to the point of its commencement. There is as great a diversity of soil within these limits as can possibly be met with on an equal space on the surface of the globe. Here are forest-lands, flooded land, sterile and fertile, mountain and prairie, dry and arid, alluvial and swampy.

During the occupation of the French and Spaniards, the lands were divided into churches, and this topographical distinction still continues in common use. Lands are surveyed and sold in this State by the arpent of Paris, and not by the acre. Many difficulties have arisen to emigrants from the nature of the tenures, and the difficulty of understanding and determining the validity of the original Spanish and French grants.

The State contains 48,220 square miles, or 30,860,800 acres, or 36,468,964 arpents.

Sugar and cotton are now the staple articles of produce: cotton is best suited to new settlers of moderate fortune. In the lower part of this State, wherever the inundations do not reach, sugar can be raised to advantage: in all other parts, particularly on the alluvion of the rivers, cotton can be grown with great profit.

Below the thirty-third degree of north latitude, rice has sufficient summer to bring it to perfection, and, next to cotton and sugar, is the staple of the country: between the Sabine and the Pearl rivers is an extensive country, all (yet in the hands of the government) well fitted to produce this article.

But the production which excels all others, though not so profitable, in this district, is Indian corn, which is food for man as well as all his inferior animals. The soil that suits cotton will suit this plant also; and in Louisiana 100 bushels per acre have been raised upon first-rate lands.

The peach, orange, and fig thrive well, but the apple degenerates. Plums, grapes, and pomegranates grow luxuriantly. The facility of importing whiskey and flour prevents the growth of wheat or rye. Horticulture is much neglected, although the soil and the climate invite to the encouragement of it, and the scarcity and dearness of good vegetables is universally felt and deplored. The remarkable difference of the seasons is proverbial: at New Orleans scarcely two winters are alike in succession. Upon the borders of the Gulf of Mexico, the sugar-cane and the orange-tree are often destroyed by the frosts: sudden storms are very frequent and violent along the seacoast, and make sad havock in vegetation. Snows have been known to remain for a week upon the ground in north latitude 30° 00'; yet in general 30° north latitude is reckoned the region of snow. It is asserted that the sugarcane cannot be cultivated in the snow-region to advantage: there is more certainty in vegetable than in meteorological analogies, and the former ought never to be disregarded. Experiments are now making to cultivate the olive and the vine in this State: the success of the undertaking remains doubtful.

From Pensacola bay to the Mississippi, the water seems to contend with the land for superiority. The great bay of the Mobile, with all its shoaly inlets, and sand-banks, and the various bayous to the mouth of the Mississippi, render very difficult the navigation of this coast, and protect it from foreign enemies better than the most numerous armies, although these could soon be found, as we have lately seen, if they were wanting to repel invasion.

From the mouth of the Mississippi, a strong current sets to the west along the shores of the gulf, and to the Caribbean sea, which carries with it all the timber brought down by that river. No floating timber is found to the north-east of the *Mississippi*; and the whole western coast is covered with it. When this current reaches the coast of Florida, it appears to divide: the mighty gulf-stream carries away a part of it; the remainder sweeps to the west along the shores of Florida; and the Texas, rushing past the Campeachy bay to Yucatan, meets the original river, and forms two immense whirlpools, that divide the gulf, and are the powerful sources of the gulf-stream that washes the whole continental coast of North America.

PROVINCE OF TEXAS.

This province is claimed by the United States as a part of Louisiana, and that claim will be no longer disputed. It is not expected that this province will at present become an object of interest to emigrants; yet as it is in general considered a part of the great western territory of the United States, we shall take a brief survey of it.

Texas is bounded on the west and southwest by the Rio Grande del Norte; on the southeast by the Gulf of Mexico; on the east by Louisiana, and on the north and north-east by the Red River.

Its greatest length is 800 miles, and its breadth 400; according to *Melish's* map it which extends over two hundred and forty thousand square miles.

The expedition of General Pike has supplied us with almost all we know of this extensive territory. As a whole, it cannot be called a fine country; yet over so large a space many fertile tracts of land no doubt exist. Red River, it is said, may be settled throughout its whole extent. The country is represented as uncommonly healthy, and the air serene and pure. Its surface has a regular and gentle declination from the sources of the Red River, and the Rio Grande, to the Gulf of Mexico, and all the intermediate rivers flow in nearly the same direction. There are no towns in all this immense district, and but a very scanty population either of aborigines or settlers. It will be of consequence to America as a frontier, and the less fertile and populous the better for that purpose, as it will not excite the jealousy of the neighbouring governments.

The late attempt of some celebrated Frenchmen to settle in this country has failed; but owing, it is thought, chiefly to a want of unanimity and co-operative industry.

THE END.

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